

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST

FAIR.

Barometer 29.90

August 11, 1914. Temperature 6 a.m. 79. 2 p.m. 87. Humidity 60. 61.

August 11, 1914. Temperature 6 a.m. 78. 2 p.m. 83. Humidity 85. 81.

2871

拾二月六年寅甲

TUESDAY, AUGUST 11. 1914.

二拜禮 號一十月人英西曆

SINGLE COPY 10 CEN. \$36 PER ANNUM

## TO-DAY'S WAR NEWS.

### FRENCH TROOPS ADVANCING METHODICALLY.

#### AMPLE FOOD AND AMMUNITION IN LIEGE FORTS.

##### Rupture in Franco-Austrian Relations.

[Reuter's Service To "The Telegraph"]

Aug. 10, 8.55 p.m.

A rupture in Franco-Austrian relations is officially announced. The Ambassadors are leaving the respective capitals.

House of Commons Adjourns.

Aug. 10, 8.10 p.m.

The House of Commons has adjourned for a fortnight. Mr. Asquith said he trusted that when they resumed they would be in a position to conclude the business of the Session. He hoped to make proposals which would meet with general acquiescence.

Monetary Effects.

There has been a gold influx into the Bank of England to the extent of two and a half millions. Silver has risen to 27.3-4.

Satisfactory News.

Aug. 10, 7 p.m.

An official telegram from Brussels states that the situation this (Monday) afternoon is satisfactory. The French are advancing methodically, and the forts at Liege are amply supplied with food and ammunition.

The Montenegrin Advance.

The Montenegrins have occupied Spizza, on the Adriatic, as well as two neighbouring towns.

(Special Pacific Service to the Telegraph—Reuter.)

British Force in France.

Shanghai, Aug. 10, 9.55 p.m.

A Peking message states that Reuter's Agency is officially informed that the first portion of the British Expeditionary Force has already landed in France.

Successes Under-estimated.

According to official telegrams, Reuter's reports of the fighting in Europe rather under-estimate Belgian and French successes.

[Reuter's Service to the "Telegraph"]

German Spies Active.

Aug. 10, 4.50 a.m.

There are numerous accounts of the proceedings of German spies in England, attempting to poison the water supply, etc. Several Germans are in custody charged with attempting to blow up railway bridges.

The Australian Forces.

Aug. 10, 4.50 a.m.

A message from Melbourne says that Brigadier-General Bridges will command the Commonwealth Expeditionary Force.

It has been decided to organise a small mixed naval and military force to serve within or without Australia. This will be distinct from the expeditionary force which will be sent to England.

The Hon. Mr. D. Millen, Minister of Defence, states that the mobilisation and concentration of the citizen forces has been carried out satisfactorily.

Lady Munro Ferguson, wife of the Governor-General, has initiated a successful movement for the formation of an Australian branch of the Red Cross Society.

Appeal to Business Men.

The Right Hon. Mr. J. Cook, Prime Minister, has deprecated the countermanding of orders by importers, thus spreading distrust, and appeals to exporters and importers to do their business as usual, manifesting thereby their confidence in the result of the war.

Germans Reported in Liege.

Aug. 10, 4.50 a.m.

A message from Brussels states that there is some uncertainty regarding the position of Liege. The Germans seem to have made their way into the town between the forts, and have told the civil authorities that they will bombard the town unless the forts are surrendered. They now hold a number of the most influential residents as hostages. It is expected that the Belgians will not surrender the forts, but will rather blow them up.

Antivari Bombarded.

Aug. 10, 12.20 p.m.

Two Austrian cruisers have bombarded Antivari (Montenegro) and the surrounding mountains, where the inhabitants are taking refuge.

Germans Marching on France.

Aug. 10, 12.20 p.m.

A Brussels dispatch says the Germans are marching towards France, chiefly through Eoheuzette. The forward movement at Oudry has ceased and the Germans are entrenching.

Japanese Squadrons Go to Sea.

A Tokyo message says the first and second Japanese Squadrons have put to sea under the command of Admiral Dewa.

There is reason to believe that Japan will adhere not only to the letter but to the spirit of the Anglo-Japanese Alliance, to the most extreme limit.

Japan May Occupy Telokau.

The whereabouts of the German Squadron is not disclosed, but it is reported to be menacing British shipping. The protection of British interests may necessitate a step enabling Japan to occupy Telokau.

## TELEGRAMS.

### A ROYAL BIRTH.

[Reuter's Service To "The Telegraph"]

London, Received August 10. H.R.H. Princess Arthur of Connaught has given birth to a son.

[Prince Arthur married the Duchess of Fife, second sister of H.M. the King, on Oct. 15, 1913.]

### AMERICAN SCHOOLS.

Are They In the Hands of the Women?

Fear that the public schools of the country are in danger of feminization is being expressed constantly. At the recent meeting of the National Association of Corporation Schools, held in this city, says a *Philadelphia* paper, several speakers referred to the predominant feminine influence in the public school system.

Women teachers of this city who have been making a struggle for years to get equal pay and equal opportunities with men are at a loss to understand how the public can be misled to the extent of believing the school are in their hands, when for the most part they simply make up the great army of grade teachers and have nothing to do with the administration or policy of the school system.

It is a notable fact that women are not admitted to the board of education, that they do not hold positions as superintendents or executives, and that they have to fight for principalships of the larger schools. The struggle that Miss Katherine Panchon went through to gain the appointment as head of the Girls' High School is an exemplification of the fact that women are not a dominating force in the public school system.

In this connection Miss Margaret Maguire, principal of the George Washington School, and one of the leading women educators of the city, said in an interview:

"The statement made by one of the speakers at the recent convention of corporation schools concerning the danger of over-feminizing the schools needs a word of explanation and enlightenment.

"Unthinking observation of figures would lead one to the conclusion that the women are overwhelmingly in the majority in the school problem. The enlightening information that must be possessed for a proper interpretation of these figures is usually not in the possession of the layman. He naturally fails to know that all executive offices of power in nearly every school community are held by men. It is the male mind, rather than the female mind, that has up to the present time controlled the educational policy of the public schools of America.

"We do not consider that a department store is in any danger of the weakening influence of the feminine mind because the large majority of the salespeople appear to be young women. Neither has the public school yet had the expression of the feminine mind, because the large majority of those working in the grades are women.

"The standardization of this work is and has been made by men, and no school system is greater than the executive who sets the ideal. School principals in nearly all communities are men. School superintendents are uniformly men. Associate and district superintendents, where such officials are employed by the community, are always men. Consequently, the feminine mind

## BRITISH REVOLUTION CLAIMS.

Tls. 28,000 Paid in July.

A large portion of the British claims for losses sustained during the Revolution of 1911 was paid on July 22. The sum paid over was Shanghai Tls. 27,982.30 and covering thirteen claims. All claims were paid in Shanghai taels on the Shanghai branch of the Hongkong Shanghai Bank, the cheques being sent to the claimants through the British consulate-general here.

A list of the claims as paid follows:

Asiatic Petroleum Co.	5,205.27
British Cigarette Co.	1,206.91
China Produce Co.	225.87
Evans Pugh & Co.	2,585.18
Eastern Trading Co.	3,692.91
J. Findlay	254.03
Hankow Light and Power Co.	1,694.02
Hankow Golf Club	2,258.50
International Export Co.	2,651.91
Jardine Matheson & Co.	1,738.88
Westphal King and Ramsay	397.88
Wesleyan Methodist Mission	3,388.54
A. S. Watson & Co.	2,885.44

Sh. Tls. 27,982.30

The *Jih-chih-pia* publishes a statement showing the demands which have been submitted by the Powers on account of alleged damages in consequence of the Revolution, and which are still pending before the Chinese Foreign Office as follows:—

Direct Damages.

Germany	\$9,789,000
Japan	9,774,800
France	7,100,000
Russia	2,179,000
Great Britain	1,844,000
America	1,200,000
Belgium	689,000
Denmark	480,000
Holland	210,000
Austria-Hungary	69,000
Sweden	38,000
Spain	30,000

Indirect Damages.

Banque de l'Indo-Chine	\$2,996,000
Yokohama Specie Bank	1,842,000
Russo-Asiatic Bank	879,000
Deutsch-Asiatische Bank	800,000
International Banking Corporation	250,000
Bank of Taiwan	230,000
Chenango Bank	229,000
Bank of China	78,000
Hongkong and Shanghai Banking Corporation	20,000

has very little opportunity for expressing its side in educating the youth of America.

"The courses of study are designed by men. On the executive side they are administered by men. They are administered by the women only as grade teachers, who take their inspiration and instruction from the executive control of the school.

"Attendance at any session of the national or state associations of superintendents will soon relieve the mind of any fear that the feminine element is in danger of putting its touch upon the youth of the land. It might be well if our communities would look to the real expression of the woman's mind in the problem of education, because we are making a mistake when we believe that the grade teachers doing the daily work are the people who set the standard for the school work of any community."

## DIARY OF WAR.

Development of the Crisis Step by Step.

June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

June 30.—Anti-Serbian Demonstrations in Vienna and Travnik.

July 1.—Martial law declared throughout Bosnia and Herzegovina.

July 3.—Serbian tri-colour burned in the neighbourhood of the Serbian Legation in Vienna.

July 3.—Thossemi-official *Pester Lloyd* warns Belgrade of the necessity of an immediate change of tone.

July 9.—The *Lokal Anzeiger* (Berlin) says if responsibility for the murders is brought home to Serbians, Austria will have the support of the civilised world, especially Germany, in demanding justice from Belgrade. The same day the *Temps* correspondent at Belgrade states Austrian troops are concentrating on frontier.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpected severe. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

July 26.—Russian request for extension of time on Serbia's behalf refused. Serbia accepts some Austrian demands and rejects others. Martial law in Austria-Hungary. Serbian capital transferred to Kragujevac.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Czar, addressing Council of Ministers, declares: "We have stood this thing for seven and a half years. This is enough."

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 29.—Austrians blockade Antivari. Panic in New York stock market. British Consols drop to 99. Mr. Asquith announces that the situation is one of "extreme gravity."

Servians destroy bridge at Semlin. Austrians bombard Serbian positions, compelling evacuation. Two Serbian steamers captured. German troops move in response to Russian advance towards Wirballen.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames. Artillery duel between Servians and Austrians five miles down river from Belgrade. Home Rule Amendment Bill postponed. Britain presents a "united front." Russian mobilisation in 52 Governments. 4,000,000 men placed on war footing.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed; Bank of England rate 8 per cent. Bank Act suspended. Russians destroy railway bridge in Austria between Bacska and Granits. New Zealand and Canada offer assistance.

August 1.—Austrian Reserve called out. German ultimatum to Russia.

Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England discount 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Prostken; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Bialla. Germans invade France near Oirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—French papers state Britain will intervene with Expeditionary Force. German cruiser reported to be bombarding Liban. Severe fighting on River Drin between Servians and Austrians. Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German acts of war. Russian fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet clears for action. Martial law at Malta. Sir Edward Grey's speech in Parliament.

August 4.—German ultimatum to Belgium. Reported Anglo-German naval battle. Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilbourg. Russian and German troops in contact on frontier. Reported that French detachment captures German cruisers Goeben and Breslau and sinks the Panther. Germans reported to have violated neutrality of Switzerland. Bombardment of Liege begun by Germans.

Sir John French gazetted Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet. August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Lord Kitchener's departure for Egypt again cancelled.

Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. Bank of England rate reduced to 6 per cent. Germans repulsed by Belgians, with 8,000 casualties. Servian volunteers cross the Save and plant flag on Austrian bank. Germany threatens Italy with war unless she supports allies. H.M.S. Amphion sinks German mine-layer Koenigin Luise and later strikes mine and sinks herself. Uhlans enter Liege but Belgians exterminate them. House of Commons vote additional war credit of £100,000,000. Nineteen German warships reported sunk or captured in North Sea. Two German cruisers reported sunk in Atlantic.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 8.—German Cavalry Division crosses Meuse, but is practically annihilated by Belgians. Italy firmly refuses to fight. Bank of England rate reduced to 5 per cent. British seize South Togoland from Germans and French enter North Togoland. British Government accepts Australia's offer of 20,000 men. French troops enter Alsace-Lorraine.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Stry.

August 10.—Austrian cruisers bombard Antivari. Rupture in Franco-Austrian relations officially announced.

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

The House of Commons has adjourned for a fortnight.

Princess Arthur of Connaught has given birth to a son.

Two Austrian cruisers have bombarded Antivari.

The First and Second Japanese Squadrons have put to sea under Admiral Dewa.

The German Asiatic Squadron is reported to be menacing British shipping.

The protection of British interests may necessitate a step enabling Japan to occupy Tsingtau.

Brigadier General Bridges is to command the Commonwealth Expeditionary Force.

It is reported that German spies in England are attempting to poison water supplies, etc.

Several Germans are in custody in England on charges of attempting to blow up railway bridges.

An official telegram from Brussels states that the situation is satisfactory.

The Montenegrins have occupied Spizza, on the Adriatic, as well as two neighbouring towns.

A Peking message says that Reuter is officially informed that a British Expeditionary Force has already landed in France.

It is stated that official telegrams show that Reuter's reports rather under-estimate the Belgian and French successes.

The French are advancing methodically, and the forts at Liege are amply supplied with food and ammunition.

There has been a gold influx into the Bank of England totalling £2,500,000; silver has risen to 27.3-4.

## NEWS.

"Jottings by the Way" will be found on page 4.

General news and some particulars of pirate activity in North China appear on page 3.

"Our Contemporaries" appears on page 2, log book on page 6 and commercial news on page 9.

A sermon delivered in the Union Church on Sunday by the Rev. George B. Thomson, F.R.G.S., will be found elsewhere.

Further sporting comments appear in our Home-sporting letter, which will be found on an extra.

## DON'T FORGET.

### TO-DAY.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

### TO-MORROW.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

Saturday August 22.

H.K. and Shanghai Banking Corporation, Shareholders' Meeting, City Hall, noon.



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Hongkong, 16th August, 1910

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ing Europeans to pass in the  
Chinese examination, and is  
possessed of a first rate certificate  
as a Chinese teacher. He has  
also a good knowledge of Man-  
darin and Hakka.

Those who intend learning the  
Chinese language are requested  
to write c/o "Hongkong Tele-  
graph" office or direct to 37,  
Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, July 14, 1914.

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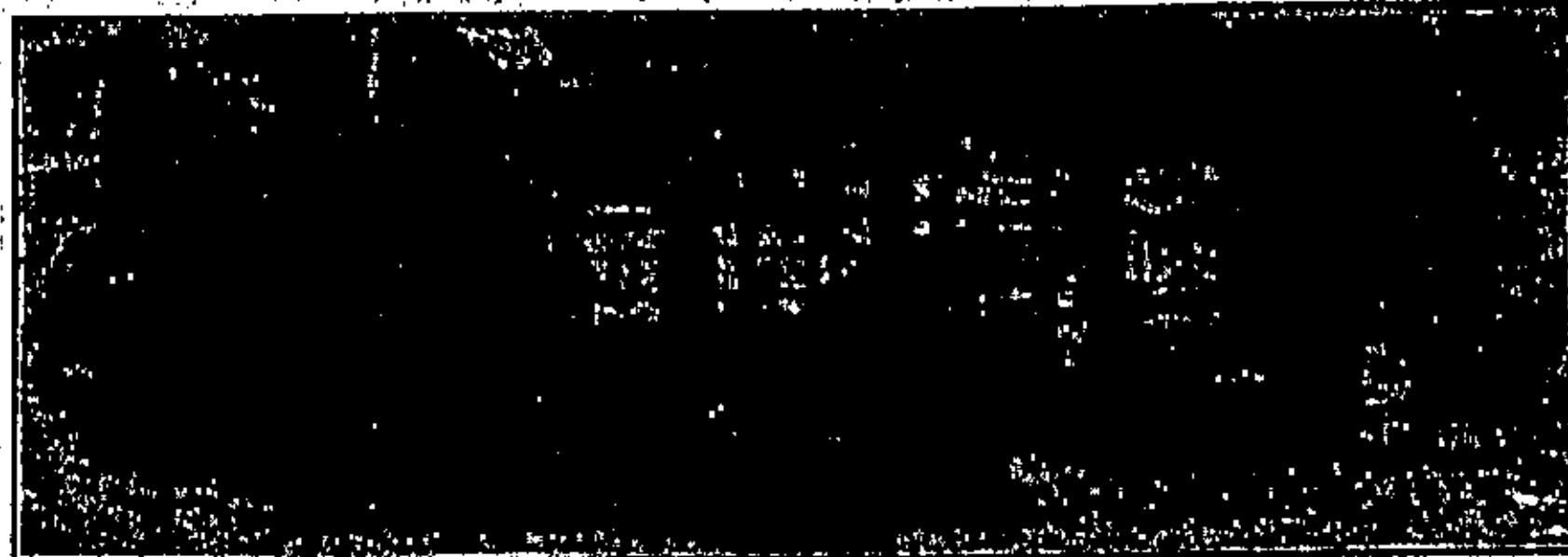
## MEE CHEUNG.

### ART PHOTOGRAPHER— HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.

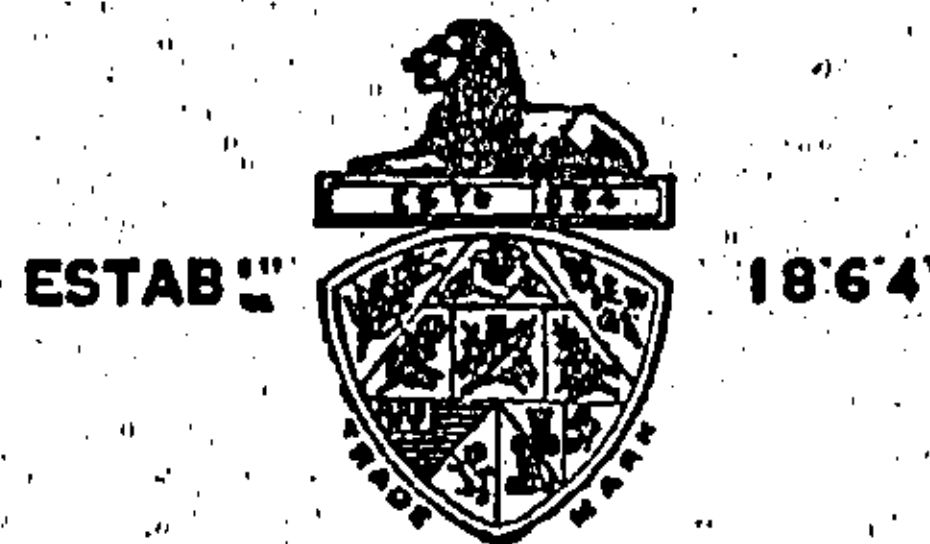


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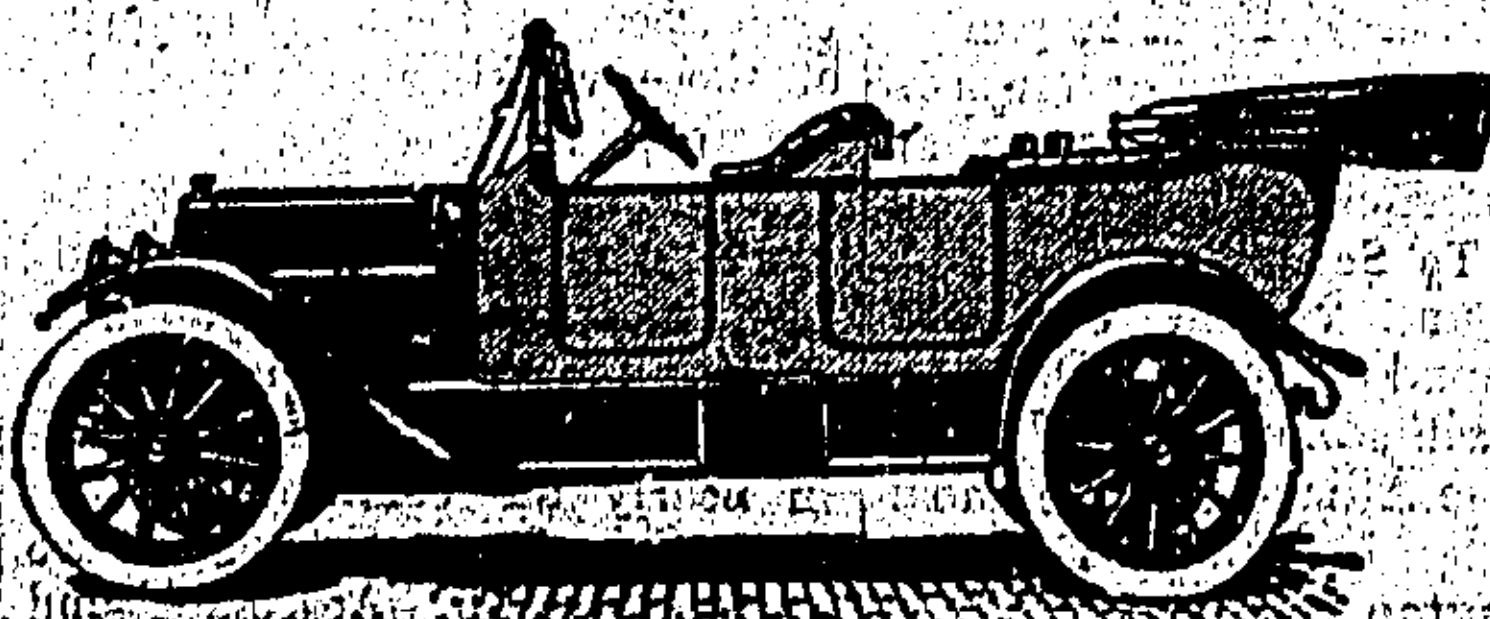
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## The War.

Several days have now elapsed  
since the outbreak of hostilities  
between Great Britain and  
Germany and the disappointment  
that British residents in Hong-  
kong are beginning to feel over  
the withholding of news of the  
doings of the Fleet in the North  
Sea must be shared throughout  
the Empire. From the seaside  
resorts on the East Coast it has  
been reported that continuous  
heavy firing was heard one day  
last week, indicating that a naval  
battle was being fought, and a  
statement by a Whitby shipowner  
has been telegraphed throughout  
the world that the Germans lost  
nineteen ships in that engage-  
ment. Presumably this Whitby  
shipowner must have had some  
special means of acquiring in-  
formation on the subject, or no  
responsible journalist would have  
been disposed to place any cred-  
ence in his statement. But  
while the Admiralty has denied  
that it gave to the Tyneside ship-  
owners certain information, they  
do not appear to have definitely  
denied that there has been a naval  
engagement. The task before  
the British Navy is to clear the  
seas of the German warships, and  
it is quite plain that this task has  
not yet been accomplished, so  
that even if the Whitby ship-  
owner's story were fairly trust-  
worthy we can quite appreciate  
that the Admiralty might have  
very good reasons for withhold-  
ing the information at present  
from the nation.

South China Morning Post.

## Insidious Bribery.

The Imperial Maritime Customs  
are administered by an inspector  
general and the receipts are paid  
to a Board of Revenue at Peking  
without going through the hands  
of any intermediaries. As a  
result, the sums received from  
this source are honestly dealt  
with, and present such a striking  
contrast to the results obtained  
from illicit receipts that searching  
reforms are being instituted in  
every direction. That Yuan  
Shih-kai is determined to stamp  
out the contemptible methods of  
his petty officials has been  
repeatedly shown, but no better  
example of his sincerity could be  
quoted than that he has dared to  
antagonize high officials, by  
declaring that presents to anyone  
in his family are unwelcome.  
That fact that he has shattered  
"old custom" and commenced  
to clean up at home is sufficient  
proof that he realises that until  
concomitant officialism is wiped  
out of existence, the administra-  
tion of China will remain as  
rotten and corrupt as it was under  
former dynasties.

China Mail.

## The War.

No news has yet come to hand  
of the British expeditionary force's  
arrival on Belgian soil, but the  
probability is that they have long  
since set out and soon we ought  
to hear of a joint movement of  
the Belgians, French and British.  
The Germans judging by the tone  
of the Kaiser's telegram, are by no  
means undaunted by the reverse,  
and doubtless will endeavour—  
armistice or no armistice—to  
extricate themselves from the  
terrible predicament in which  
they now find themselves. The  
latest telegram shows that their  
fleet is active and that the  
submarines attempted to attack  
one of the cruiser squadrons of  
the British main fleet. They met  
with no success and one of their  
submarines was sunk. So far  
everything is moving most  
satisfactorily for those who enter-  
ed the conflict impelled by a  
hostile aggressiveness that had  
to be curbed.

For a good solid meal, a la  
Carte or Table d'Hôte, with  
Wines & Liquors of the Best  
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## GENERAL NEWS.

The Japanese Ambassador. The Japanese Ambassador and Mrs. Inouye have left London for the north and will be absent for a few weeks.

The late Mr. E. Dillon's Estate. Mr. Edward Dillon, F.S.A., of Baywater, W., formerly of the Imperial Japanese Mint, who died May 23 last, intestate, left £5,672 gross. £5,518 net.

Wireless Stations For China. The Marconi Company has issued the following statement:—"Negotiations have been pending between the Chinese Government and the company for some time past for the erection of a number of wireless stations in China for internal and external telegraph services. On April 8 last the Chinese Government sent an official letter agreeing to authorize the Marconi Company to issue two million sterling five per cent. Chinese Bonds in payment of the proposed stations. This document was filed at the British Legation at Peking, and the formal contract has been sent forward for approval and signature. The company has every confidence that in due course the agreement will be signed and all mutual obligations fulfilled."

Japanese Consul in London. Mr. K. Y. Ma-aki, formerly Second Secretary at the Japanese Embassy, has been appointed Consul in London, and has taken up his new duties.

Floods on Vladivostok Line. The Vladivostok line is flooded and communication by train has been completely interrupted for two days. Rain has fallen incessantly for forty-eight hours, and the country is flooded. The Sangari is overflowing its banks. Permission to wear Chinese Decoration.

The King has been pleased to give and grant unto Alfred Charles Clear, Esq., Superintendent of the Way, Shanghai-Nanking Railway, His Majesty's Royal licence and authority to wear the insignia of the Sixth Class of the Order of the Excellent Crop, which decoration has been conferred upon him by the President of the Republic of China, in recognition of valuable services rendered by him.

Promoted. Mr. Nagakura Okabe, Attache at the Japanese Embassy in London, has been promoted to be Third Secretary. Mr. Okabe, it may be remembered, is the son-in-law of Baron Kato, formerly Japanese Ambassador in London, and now Minister for Foreign Affairs in Tokyo.

Mr. Post Wheeler. Mr. Post Wheeler, till recently Secretary of the American Embassy at Rome, is at the Hotel Victoria with Mrs. Post Wheeler, who is the novelist Hallie Erminie Rivers. Mr. Post Wheeler is en route to Tokyo, where he is the new First Secretary of Embassy. Old China Station Officers' Union.

A number of naval officers who served in China in 1900, and others who were with the naval column, met at dinner at the Trocadero Restaurant on 10th July. Admiral of the Fleet Sir Edward Seymour took the chair, and the guest of the evening was General Sir Alfred Gaselee. Among those present were Admirals Sir George Callaghan, Sir James Bruce, Sir John Jellicoe, and Sir George Warrender.

A Missionary to the Lepers. The Rev. A. S. Hewlett, the Birkenhead vicar, who is proceeding in August as the missionary to lepers in one of the islands of Japan, interviewed as to his plans, said that his decision to devote his life to the lepers was the outcome of deliberate and careful thought. Having no domestic ties and no one dependant upon him, he has felt quite free to undertake the work. At the same time, he will take every precaution known to science to avoid contracting the disease.

A Sugar Grinding Installation. A complete model of a sugar-grinding installation, which is destined for the Samarang Exhibition, is being exhibited at The Hague. The original machinery was constructed by two Chinese fishermen at Peitaho Messrs. Stork Bros. & Co. for the Moron Sugar Factory in Cuba. The model is complete in its smallest details, and is driven by the two engines, one of which sets the crusher in motion, and the other the three grinding mills. The original can handle 36,000 pounds of sugar in 24 hours.



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## PIRATES IN CHINESE WATERS.

Raids in all Quarters.

Peking, July 19.

The Fish Tax Office at Lo-tung Hsien, Chihli reports to the Tientsin authorities to the effect that on the night of the 10th June, the office was suddenly visited by many Haiyang (natives of North China called pirates). After plundering the property and taking everything they could lay their hands on, the Haiyang tied up four of the staff of the tax office and took them away for ransom. After much parleying with the pirates, with the Peking and Tientsin Times, the four Pangpio (persons held by pirates for ransom) were released on the payment of \$200 each by their families.

A case similar to the above recently occurred in the district of Lo-tung, but the matter is now considered as finished by local officials. Another case occurred at a place called Ohiminhong, in the district of Luanchow. The date of this occurrence was the 18th June. For the convenience of Chinese fishermen along the coast, a yuyenchu or fishing-salt office was established at Ohiminhong some years ago by the defunct Taching Court. On the evening of the 18th June last, a fishing boat owned by Li Yu, carrying salt purchased from this office was armed with Mauser rifles. The fishing boat was stopped, and the owner was called upon to assist the pirates for their livelihood.

Quite recently several pirate boats met some government gunboats in the vicinity of Luanchow waters. After a few hours fighting, the pirates beached their boats and made their escape. At Ohiminhong, there is a Yentou, or salt yard, under the control of the Tien-sin Salt Commissioner; but the curious thing is that some days back, the natives there were greatly alarmed at the sudden appearance of five pirate boats at Pinohangtas, which is about five li from where the Yentou is situated. The pirates threatened those boatmen who refused to assist them and prevented them from taking salt and other cargoes.

In addition to this, the Chinese fishermen are called upon to pay tribute, or chuanshu, or contributions to the pirates, which sums vary from \$2 to \$10 per month according to the size of the boats. Very few sufferers, either fishermen or boatmen, dare to report their distress to the authorities and generally pay their monthly contributions to the pirates quicker than they pay Government taxes.

The pirates who carried away machinery were constructed by two Chinese fishermen at Peitaho Messrs. Stork Bros. & Co. for the Moron Sugar Factory in Cuba. The model is complete in its smallest details, and is driven by the two engines, one of which sets the crusher in motion, and the other the three grinding mills. The original can handle 36,000 pounds of sugar in 24 hours.

pirates in the West River of Kiangtung and Kuangai, after the centralization of the naval powers into the hands of the Peking authorities, drastic measures will be adopted to suppress the piracy in conjunction with the British authorities of Hongkong. Admiral Li Ho Vice-Admiral of the Navy, is now in Canton consulting with the Kuang-tung officials about this matter. By a coincidence, some native papers report the appearance of pirates off the Wucang coast recently and like those to North China waters, the poor southern fishermen are compelled to pay chuanshu or contributions monthly if they wish to retain their fishing rights. It is interesting to note some of the special names used by the pirates in the carrying out of their depredations on the waters. Pangpio, to redeem a ticket, lei-piao, fat ticket, shou-piao, thin ticket, ta-long, big wind, (i.e. there are Government soldiers) shun-feng, fair wind (i.e. without Government soldiers) pang-tieh, assisting the pirates, ship-piao, to tear a ticket to pieces (i.e. if ransom money is not forthcoming at the fixed time, the men who fall into their hands will be murdered). There are many other curious expressions used by and between the pirates. Most of them are similar to those names generally used by the Huang-tuize, in the Three Eastern Provinces of Manchuria. Among the Wolves are the names of peil-ang-yeh or father, white wolf, laoyah or old crow father, shihyen-kou or four eyed dog, and several others. According to reports, the White Wolf and his first lieutenant, old Crow, are still in Shensi, while the Four-Eyed Dog with his men is in Hunan. Both parties are forcing their way into the south of Honan and north of Hopeh where their old haunts are. The Chinese Government still maintains that the reports about the actions and movements of White Wolf which have appeared in the papers are exaggerated, and that it is quite confident that the Wolves can be suppressed and annihilated before the Autumn.

The s.s. Cambridge. The French Cambridge, 3,980 tons, owned by the Cie East Asiaticque Francaise has been sold to Japanese with delivery at Kobe and will be registered at Dairen. She was built in 1902 by Messrs. Oh. & A. de Provence at Port de B-nuo with dimensions 341 ft. by 44 ft. by 25 ft.

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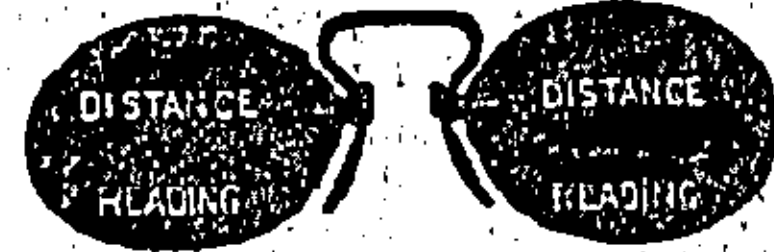
TO LET.—From 1st September 1914. In Canton, on Shamien Lot 55. The premises now in the occupation of the Bank of Taiwan, Ltd.—Apply to, DAVID SASSOON & Co. Ltd, Hongkong.

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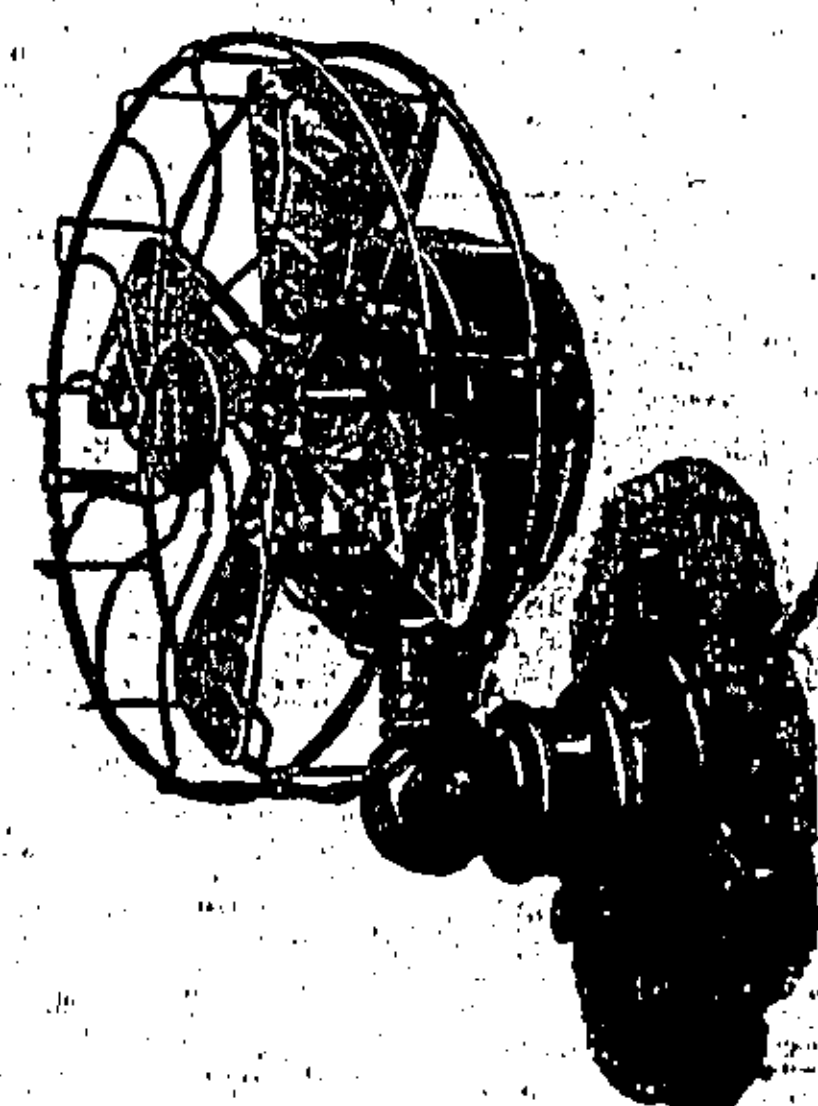
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Tai Cheong  
Wai Loong  
Wai Fat

There is plenty of stock in Hongkong and no shop complying with the above terms need be out of stock.



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## The Hongkong Telegraph.

HONGKONG, TUESDAY, AUGUST 11, 1914.

### THE TRAFFIC QUESTION.

By degrees the authorities are taking in hand Hongkong's  
traffic problem, and we have hopes that as a result of their efforts  
the time will soon come when there will be no cause for complaint  
under this head. There are so many evils at present existing in  
this regard, and so much laxity has been shown in the past, that the  
question is one which is best taken up piece-meal fashion, and it  
would seem that this is the policy to be pursued by the Government.  
No one will complain as to the methods employed so long as the  
eventual upshot is beneficial to the Colony.

The latest amendment of the hitherto existing regulations was  
published in the Government Gazette on Saturday. It deals prin-  
cipally with trucks, in regard to which further very necessary  
restrictions are imposed. On this aspect of the traffic problem the  
Telegraph has frequently commented, and it is gratifying to us to  
note that a suggestion which we have repeatedly made—as to the  
placing of some limitation on the length and width of loads to be  
carried—has been adopted by the authorities. To attain this end, a  
new regulation has been added, in the following terms:—"Except  
with the permission of the Captain Superintendent of Police,  
no truck or trolley may, when measured between its extreme  
projecting points, be of a width exceeding six feet six inches or of a  
length exceeding fourteen feet, nor may the load placed thereon  
exceed ten feet in length or five feet in width." This is a step in  
the right direction. Everybody knows the obstruction which is  
imposed on ricksha and pedestrian traffic through very much over-  
laden trucks being drawn through the streets in the busiest part of  
the day, but this should be much minimised now that the new  
regulation mentioned is to come into operation.

There are two other respects in which we should like to see a  
further amendment of the regulations as they affect trucks. In the  
first place, it is advisable, in addition to limiting the dimensions of  
the load, that some restriction regarding the length of the ropes by  
which the trucks are drawn should be made. Then one would wish  
that the length of the axles, from wheel to wheel, should be stipulated,  
and in doing this the object should be to make it such that it does  
not coincide, as it now does in most cases, with the gauge of the  
tramway lines. From the way in which trucks are drawn along the  
tramway metals—not only obstructing traffic, but also damaging the  
tracks—it would seem that the width between wheel and wheel is  
purposely measured to fit the tramlines. It is certainly time that  
this habit of using the lines should be checked, and it could easily be  
done by carrying out the suggestion made, or else by absolutely  
confining the trucks to the roadway on either side of the metals.  
We hope that consideration will be given to the points which we  
have mentioned.

#### Food Prices.

We have already expressed  
gratification that the Government  
has seen fit to combat the tenden-  
cy on the part of certain traders  
to profit by the war, by appoint-  
ing a Committee to fix, from time  
to time, the maximum price for  
which any article of food may be  
sold by retail. How far the  
Committee has gone in its work  
we do not know, but it would be  
a wise step if it were to issue,  
at the earliest possible moment,  
a list of prices of the commodities  
in most common use. This  
would be of extreme value to the  
housewife just now. We say  
just now, because we have reason  
to believe that some of the  
compradores, realising what the  
authorities intend doing, are at  
present making the most of their  
opportunities to raise prices.  
Indeed, we know of one instance  
in which 40 cents is being asked  
for an article of food which  
usually sells at 28 cents. A  
fact like that shows the need of  
the matter being taken in hand  
at once.

#### Duties of Citizens in Time of War

There is sound practicality in  
Bishop Pozzoni's advice to the  
Catholics of Hongkong, which we  
published in yesterday's issue.  
By his remark: "Every en-  
deavour must be made by us to  
impress upon the minds of the  
four hundred thousand Chinese of  
Hongkong and the New Territory  
that the Government will do all  
that is necessary for their safety.  
Panic must be avoided at all  
cost," he grips the situation at  
once. We in Hongkong are sur-  
rounded by close upon half a  
million of the most credulous  
people in the world. It would  
seem as though creating and  
spreading rumours on the one  
hand, and believing them on the  
other, amounted positively to a  
disease among the Chinese. The  
wild stories current throughout  
Canton just a year ago are in  
themselves an indication of this.  
Few Europeans know the Chinese  
as Bishop Pozzoni does, and one  
can only say that it will be well if  
all in this Colony, whether of his  
flock or not, follow his advice.  
Everyone cannot be a volunteer  
or a reservist, or even a special  
constable, but each European can  
do his or her little part towards  
allaying foolish and ungrounded  
fears among the Chinese inhabi-  
tants of the Colony.

#### "For the Nation's Sins."

We notice that the Chaplain at  
St. John's Cathedral made an  
excellent point in repudiating the  
notion of this war's having been  
sent by the Almighty as a punish-  
ment for the sins of the nation.  
Quoting the words of the late  
Queen Victoria, Mr. Moyle said:  
"To say that the great sinfulness  
of the nation has brought about  
this war.....would be too  
manifestly repulsive to the feelings  
of everyone, and would be a mere  
bit of hypocrisy." The Chaplain's  
protest against this sort of narrow  
Puritanism was not by any means  
uncalled-for, even in these days  
of enlightenment; for there are  
still many foolish souls that are  
all too ready to attribute to their  
Maker a smallness and a  
vindictiveness that would disgrace  
even the meanest of His creatures.

#### The Davis Cup.

Sport is being relegated some-  
what to the background these  
days, even when it comes to  
international contests. It is, how-  
ever, worth while noticing the  
progress of the Davis Cup Com-  
petition, which has now reached  
the penultimate stage. As we  
forecast, Australasia has had no  
difficulty in getting into the  
challenge round. Canada, Ger-  
many and the British Isles have  
been beaten in turn, and now the  
men from the Antipodes will have  
to meet the holders of the Cup—  
namely, the United States. The  
latter have two most capable  
exponents of the game in Mc-  
Laughlin and Williams, but we  
imagine that Wilding and  
Brookes will be too good even  
for them. The Americans may  
be counted upon to make a  
supreme effort to retain the  
trophy, and a sharp tussle will  
certainly ensue. The odds, how-  
ever, are slightly in favour of the  
Australasians.

#### DAY BY DAY.

TRUE HOPE IS SWIFT AND FLIES  
WITH SWALLOW'S WINGS;  
KINGS IT MAKES GODS, AND  
MEANER CREATURES KINGS.  
Shakespeare.

#### The Weather.

Lower level 8 a.m. Temp 84;  
sunshine.  
At the Peak 8 a.m. Temp 78;  
sunshine.

#### Count the Columns.

Yesterday the Telegraph  
published 37 columns of solid  
reading matter. To-day there  
will be 30 published.

#### At Home.

Lady May was at Home this  
afternoon at Mountain Lodge.  
There was a large number of  
callers, and many enjoyed the  
tennis.

#### Correspondence.

"Fairplay."—We cannot insert  
your letter unless you comply  
with the rule which requires  
correspondents to enclose their  
name and address, not necessarily  
for publication.

#### Kallan Output.

The total output of the Kallan  
Mining Administration's mines  
for the week ending July 25  
amounted to 58,641.86 tons and  
the sales during the period to  
57,503.33 tons.

#### Health of the Colony.

Last week there were six  
cases of plague notified, all ter-  
minating fatally. There were  
also four cases of enteric fever  
and one occurrence of diphtheria,  
all fatal. All the cases were Chi-  
nese.

#### Abducting Foki.

A Chinese accountant, of 336,  
Queen's Road Central, reports  
that, on August 9, he handed over  
to a foki the sum of \$30.88 to  
deliver to a branch shop of the  
same firm. The foki has not  
been heard of since.

#### Suspects the Servant.

A Chinese widow, living in  
Wellington Street has reported to  
the police that yesterday, a gold  
wrist-watch, valued at \$30, and  
\$4 in money, were stolen from her  
room. She suspects a servant  
girl, who has disappeared.

#### Theft of Fittings.

A rent collector living at 1,  
Leung Koo Terrace, Caine Road,  
reports that, between the hours  
of 6 p.m. on the 9th inst. and 6  
a.m. on the 10th, some person  
stole from a house in the same  
terrace some brass door and  
window fittings, to the value of  
\$60.

#### A Dairy Dispute.

Mr. Justice Hazeland, in the  
Summary Court, yesterday, gave  
judgment for the plaintiff with  
costs in the action in which Pan  
Wong, an amah, sued Li Tam-  
sing and Li Kee, dairymen, of  
Sai Tan, on a declaration that she  
was well and truly entitled to all  
the assets, good will and stock-in-  
trade, consisting of five heads of  
cattle, one calf, dairy utensils  
and articles of furniture, of the  
business of the dairy farm now  
carried on by defendants at Kow-  
loon City under the name of Wing  
Lee, which is of the estimated  
value of \$1,000.

#### POST OFFICE PRIVILEGES

Letters Opened and Produced  
in Court.

At the Police Court, this morn-  
ing, before Mr. J. R. Wood, a  
Chinese was charged with bring-  
ing unstamped letters into the  
Colony.

The Hon. Mr. E. D. C. Wolfe,  
(Postmaster General) said some  
of the letters were merely con-  
signees' notices and were open.  
The man had a perfect right to  
bring in those, but there were  
other letters, closed, which besides  
consignees' notices contained other  
matter relative to future contracts  
and had no right to be brought  
in unstamped. He explained to  
his Worship, amidst laughter, that  
at present he was in the position  
of being able to open any letters  
and he had taken advantage of it;  
and opened those which were the  
subject matter of the charge.  
A fine of \$25 was imposed.

#### "YE SHALL HEAR OF WARS."

Christ, Lord of Peace: Yet War  
Within His Providence.

The Rev. George D. Thomson,  
F.R.G.S., was the preacher at  
Union Church on Sunday, and he  
delivered a special sermon ap-  
propriate to the occasion, a  
condensation of which we give  
below.

The reverend gentleman took  
as his text:—"Ye shall hear  
of wars—Behold I have told  
you beforehand."—St. Mat-  
thew: xxiv, 6-25. In the  
course of his sermon, Mr. Thom-  
son said Europe was in the  
throes of a stupendous war, but  
not against Christ surely. Did  
not the mightiest Monarchs of  
Christendom call Christ King of  
Kings? He thought they did,  
outwardly at any rate. And  
more than outwardly, unless he  
was much mistaken. Austria  
was not so much against Serbia  
as the whole small world of  
Christ's day was against Him.  
But that day had gone by, and  
Christ was coming out from  
under the world's abuse. The  
most popular name on earth to-  
day was the name of Christ.

Continuing, Mr. Thomson said  
people would be asking their  
souls such questions as these:—  
Is Christianity a weak and  
miserable failure because it can-  
not keep Christ in Powers from  
flying at the throats of Christian  
sister nations? Why is God  
going to allow thousands, perhaps  
millions, of men to fight and die  
if He is the God of love and light  
and peace? Why does He not  
stretch forth His arm and cause  
the conflagration to cease?

Surely if our religion had any  
value it should have something  
to say in such an hour  
as this. He (the preacher) could  
himself propose questions to him-  
self concerning the purposes and  
will of God that he could not  
answer. That would not be  
difficult for any of them to do.  
And if they were honest they  
would frankly say that they did  
not expect to be able to under-  
stand everything this side of  
Heaven. But that did not mean  
that they did not believe in  
Christianity as God's religion,  
or that they doubted whether  
Christ himself really was the King  
of Kings and Lord of Lords and  
Prince of Peace. Christ was in  
very deed and very truth the Lord  
of Peace; yet wars were within  
His providence. Even those who  
were parents refused, in spite of  
their love, to allow their acts to  
be governed by the momentary  
cry or distress of their child. They  
did not always interfere when  
they might have given relief.  
They had larger ends in view  
than their child saw or knew.  
And God did not suffer  
His acts to be controlled by  
the temporary anguish of the  
world that He was training and  
disciplining; these, instead, were  
governed by the necessities of  
those processes that He had  
ordained and that made for  
ultimate results. Who of them  
had not known enough of life to  
learn this lesson—that often, yes  
most often, it was from the  
darkest hour that life's richest  
experience came?

Coming to his second point, the  
reverend gentleman said when  
juden and unforeseen events  
were enacted, events of tremen-  
dous historic importance and  
significance, they could not but be  
astonished almost into bewilder-  
ment. But they found that our  
Lord Jesus Christ Himself, Who  
was the Captain of their salvation,  
could not be surprised—no, not  
by any wars whatsoever, sudden  
or long drawn out, ancient or  
modern, circumscribed or world-  
encircling. "Behold," said  
Christ, "I have told you before-  
hand." Grieved at His heart,  
He was. But not surprised. He  
predicted that such things  
would be. He knew that  
almost exactly after the last  
European conflagration there  
would be another one. And it  
was a great source of comfort and  
relief to Christians to know that  
He knew all about it. He knew  
how it began, how it would  
continue and how it would end.  
He could not be suddenly sur-  
prised by anything. He knew the  
innermost secrets of the soul of every  
King and Emperor. He knew  
what manly and upright states-  
men and politicians and diplomats  
did their utmost to avoid disaster,

#### CHINA AND A EUROPEAN WAR.

Peking Paper's View.

The danger of a great Europe-  
an War must have brought home  
to many people the insignificance  
part China would then play in  
world politics, says the Peking  
Gazette. Living in Peking, the  
Capital of the vast country that  
has undergone such kaleidoscopic  
changes during the past three  
years, we are inclined to exag-  
gerate the interest taken in China  
by the great European nations.  
But the fact is that changes which  
seem to us of momentous impor-  
tance pass unnoticed, or are  
dismissed with a few lines, in the  
European Press. Only when the  
European outlook is clear do the  
British and Continental papers  
devote much space to what is hap-  
pening in China, and even then it  
requires an anti-foreign outbreak,  
a revolution, or a rebellion to  
waken real interest in what is oc-  
curring in the Far East. In the  
event of a big European war there  
is hardly a newspaper in Europe  
that would devote a column of its  
space per month to Chinese  
affairs. And in this case the Press  
would only be reflecting the lack of  
interest of European peoples and  
Governments. A war involving  
the Triple Alliance and France,  
Russia and Serbia would mono-  
polize the attention of Europe to  
the exclusion of everything else.  
The issues at stake in a European  
conflict would be so tremendous  
that China's welfare, financial,  
territorial and political, would  
become a matter of complete  
indifference to the Foreign  
Offices of Europe.

China, however, cannot affect  
the same indifference towards a  
European conflict. Whatever be  
the eventual outcome, for her the  
war must bring many dangers.  
However desperate her financial  
plight the Bourses of Europe  
will not be able to accommodate  
her upon any terms. The West-  
ern nations will require all their  
financial resources to meet the  
extraordinary expenses which  
modern warfare brings in its train.  
But not only will China be unable  
to raise further loans under any  
conditions. Her foreign trade,  
already in a serious condition, will  
be absolutely paralysed. There  
will be few firms willing to risk  
importing goods; there will be  
fewer firms willing or able to ex-  
port Chinese commodities. It is  
to be feared that a European con-  
flict, such as is now threatening,  
will precipitate a financial and  
economic crisis of unparalleled  
gravity throughout the Far East.  
China, therefore, has just as much  
reason to hope that a big European  
war will be averted as any of the  
potential protagonists in the  
struggle.

#### WAR TELEGRAMS.

In future, in publishing war  
news, all new telegrams will  
appear first, instead of in order  
of date and time of despatch.

And He knew who cared nothing  
about avoiding the destruction  
of life and property. His eye saw  
the nobility in men. His eye saw  
the sin also.

After remarking that Christ  
wants us to know that there is no  
other eternal safety except in  
Him, the reverend gentleman  
observed that no nation could  
be safe merely in the number  
of its Dreadnoughts and  
the size of its standing Army.  
Super-Dreadnoughts to-day made  
the fighting ships of Nelson's  
day, only one century ago, appear  
like tubs. Material advancement  
had been marvellous. But  
more important still was it  
that man should improve with  
material. It was always the man  
that was the problem. And what  
would give the man? One thing,  
and one thing only—religion.

To the Church Militant Christ  
said, "Ye shall hear of wars." We  
belonged still to the Church Mil-  
itant. We move on to the Church  
Triumphant, where all is peace  
and prosperity, fellowship and  
love in Jesus Christ our Lord.  
To Him be honour and glory,  
dominion and majesty, both now  
and forever.

#### JOTTINGS BY THE WAY.

An aggrieved correspondent  
writes us: "But when did Samson  
pull down the walls of Europe?"  
We don't know, and we scarcely  
like to ask, lest the Phoenix  
should start to perform some  
more of its resurrectionist feats.

The death of a Chinese who  
fell on Kowloon platform the other  
day was attributed to consump-  
tion. Rapid, we should imagine.

Beyond all question the most  
exciting news from Europe on  
Friday was the fact that Glouces-  
tershire had defeated Somerset  
by one wicket.

"Ring for A Lung" is the  
notice which hangs outside a shop  
in Des Vaux Road. Thanks, but  
we're not needing one just now.  
If, however, anyone could tell us  
where to get a new liver, we'd go  
and ring fast enough.

We understand that the Saf-  
ragians have issued a declaration  
of neutrality.

A correspondent writes to ask  
why Mr. Ramsay MacDonald  
objected to the Old Country's  
taking part in the war. We're  
getting tired of that correspond-  
ent. He is always asking why.  
His question about the Labour  
steward will be pigeon-holed at  
this office, together with "Why  
woman sina," "Why Smith left  
home," "Why do summer roses  
fade?" and a few otherwise.

That Fashion Editor of ours has  
a lot to answer for. This is the  
kind of thing he has been neglect-  
ing to blue-pencil: "Amongst  
the most useful items obtainable  
at sales are the remnants of fine  
and usually expensive fabrics of  
—" but maskee what they are.  
Note the magic words "sales,"  
"remnants" and "usually ex-  
pensive." We have ghastly  
visions of husbands with depleted  
cheque-books boycotting the  
Telegraph, after the next round  
of sales.

We are asked to state that there  
is no truth whatever in the  
following rumours:—That Sun  
Yat-sen is leading an expedi-  
tion against Hongkong; that the  
Peak Burglar, of pious memory,  
is bringing an action for defama-  
tion of character against the  
Telegraph; that special constables  
are to be visited, at stated hours,  
by hotel or club boys who will  
"take their orders"; that the  
volunteer officer who classified  
some of the entomological speci-  
mens, recently discovered in  
Murray Barracks, under the head  
of *Batrachia* was zoologically just-  
ified; that one of our local  
Collages has started a Faculty of  
Cryptography.

That educated compositor of  
ours has been getting busy  
again. The other day some copy  
was sent down in which the  
name, "Mr. H. K. So-and-so"  
occurred. "Needless to say," he  
set it up "Mr. Hongkong So-and-  
so." To-day the word Hoi, as a  
Chinese surname, occurred.  
Assuming the gentleman to be a  
member of the Legislative  
Council, the learned one of ours  
inserted a full-stop after the name.

We understand that, at a  
certain local pharmacy, any  
customer who orders "a tin of  
Keating's" is asked: "Shall we  
send it to Murray Barracks?"

Decline in Shipbuilding.  
Returns compiled by Lloyd's  
Register of Shipping, which only  
take into account vessels of 100  
tons and upwards the construction  
of which has actually begun,  
show that excluding warships  
there were 477 vessels of  
1,722,124 tons gross under con-  
struction in the United Kingdom  
at the close of the quarter ended  
June 30. These figures show a  
decline of 58 vessels, and 168,732  
tons as compared with those for  
the end of March last, and of 66  
vessels and 281,117 tons as  
a jaunt those for the end of June,  
1913.

The tonnage building abroad—  
1,440,766 tons—is within 12,000  
tons of the highest ever recorded  
(March, 1914), and added to the  
amount under construction in the  
United Kingdom shows a grand  
total for the world of 3,162,890  
tons! These figures are nearly  
284,000 tons below the world's  
record reached in June, 1913.



FAR EAST IN  
PARLIAMENT.

## HOUSE OF COMMONS.

## British Trade Interests in China

In the discussion on the Foreign Office Vote on 10th ult., Mr. G. A. Lloyd, after reviewing what we had not gained in the Middle East, drew attention to the Far East.

He said that though the position was not quite so serious, there was still ground for great anxiety and criticism. We had practically no duties on Chinese exports, and we had treated China in every way with peculiar generosity and fairness. Such an advantage which our traders and producers were alleged to possess, should have brought about, one would have thought, an irresistible combination, sweeping the board in China. With other nations handicapped—as everyone on the Government benches would admit—by a system making competition with us in the acquisition of concessions more difficult and exposed to the reproach which China could make against them, "You treat our exports with a huge tariff," no one would have thought they stood a chance in negotiation for what was "going." But what were the facts?

Excluding for the purpose of his argument Manchuria and Shantung, where respectively Russia and Germany admittedly held a special position, a simple agreement was concluded in 1905 by which, in return for keeping out of certain areas, we were to be given a privileged position in the Yangtze Valley. As the Foreign Office witnessed the agreement, it was obviously their duty to see that in return for our self-denying ordinance in other areas the agreement was respected by the other nations concerned. He maintained that they had not done so. According to the agreement, certain people were not to acquire concessions in the Yangtze Valley. The Germans, however, had come right down to the Yangtze with a railway, the Russians and Belgians had also come right down into the valley, while the French, in addition to having built a railway penetrating to Yunnan, had now got a concession to build from Yunnan to Chün-king. He gave these as samples of what the Foreign Office was not doing and might do to assist more actively the British traders. In the old days our position was not hotly contested, but now it was a great international battle for the industries and markets, in which the Foreign Secretary must play a part. It was not good policy, whether in the case of Russia, Germany, or anybody else, to mortgage our future and to give way on all these commercial points because of certain arrangements which were operating and would, he hoped, continue to operate in regard to these countries. (Cheers)

Sir J. Rees wished that the Foreign Secretary, in the matter of commerce and foreign affairs, would take the line which was taken by the great statesman whose loss they all deplored, the late Mr. Joseph Chamberlain. He complained that no support was given by the Foreign Office to British merchants in the Yangtze Valley or, indeed, in any other part of the world.

In the course of his reply, Sir Edward Grey, the Foreign Secretary, said what is our claim in the Yangtze? We have not got any special title to the Yangtze, except that we have already got vested British railway interests in that region, and we hold that we have the right further to develop railways in such districts, and that new railway concessions ought to be British concessions. But how am I to make that good in the Yangtze region if I am not to be allowed to act in the same way in Asia Minor, and if when the French or Germans have concessions I am to push in and say "no"? You cannot apply one principle in one part of the world and another in another. The hon. member asked me what laurels I had on my brow with regard to railway concessions. I would much rather that commercial concessions were given with the goodwill of the foreign countries from which they are obtained than under diplomatic pressure. If I had laurels I would much

LORD WIMBORNE'S POLO  
PONIES.

## Sale at Tattersall's.

The stud of ponies which went to America for the international matches came under the hammer at Tattersall's last month. The first to be offered, the Duke of Penaranda's br. mare Quicksilver, was run up to 850 guineas and then withdrawn. The highest prices realized were 400 guineas for Christine and 350 guineas for Medina.

rather not wear them on my brow, but put them in my pocket. (Laughter.) With regard to Chinese railways, notes were exchanged between His Majesty's Government and the Chinese Government in 1898 by which the Chinese Government pledged themselves not to alienate the Yangtze region to another Power. That holds good still, and there has been no question of alienating the Yangtze region. The Hongkong and Shanghai Bank and the Deutsch Asiatische Bank made an agreement in 1895 for sharing loans in China, and financial operations for railways were to be the subject of special agreements. An additional clause was added in 1905 modifying the 1895 agreement so as to allow greater freedom of action on the part of either party. In 1898 an agreement was signed between the two groups defining the sphere of interest of the two countries regarding railway construction in China, leaving the Yangtze Valley to Great Britain and Shantung to Germany. Those were arrangements between two particular commercial groups; they are not like treaties between Governments. In 1900 followed the Hukwang Railway loan agreement between the British, the French, and Germans, to which the Americans were admitted in 1911. The whole matter of these arrangements has been exceedingly complicated. I have been endeavouring to disentangle some of these complications. We have now pending considerable railway concessions, and I believe the particular arrangement between the groups will now enable different countries—ourselves amongst others—to go ahead more freely in those parts of China in which they have particular interests. It is quite true that there are some parts of the world where trade cannot make its way, at any rate in the form of concessions, without diplomatic support. There is, however, another side to the matter. Diplomatic support depends on the willingness of capital to come forward and invest. For some years, at any rate, British capital was most reluctant to invest in Turkey, and it has not always been very favourably disposed to Chinese investments. I regard it as our duty wherever bona-fide British capital is forthcoming in any part of the world, and is applying for concessions to which there are no valid political objections, to give it the utmost support we can.

As to Tibet, just at that moment when we had entered into a treaty which made China's position secure, she must needs attempt to conquer Tibet and turn it into a province of China, carrying her aggressive action so far that the India frontier begins to be unsettled. That really was a most unreasonable action, of which we have great ground for complaint. But for that action there would have been no new Convention. The sole object of the new Convention was to get China to certain boundaries outside which Tibet should be autonomous and not interfered with. I am sorry to say that so far China has not signed the Convention, but I still hope she may. If she does not and resorts to an aggressive policy in future which disturbs the Indian frontier, the consequences, I think, must be disastrous to her, and cause trouble to us, which will require that the matter should be taken up very seriously with the Chinese Government.

## "THIRTY YEARS."

## The Genesis of the Entente.

## Gambetta's Vision.

It seems, says the *Globe*, almost an impertinence to describe "Thirty Years' Anglo-French Reminiscences" as of absorbing interest. Here Sir Thomas Barclay, the man who more than any other has worked to bring about the present happy relations between England and France, lays bare the whole story of the thirty years during which the two countries have passed from hostility and mutual suspicion to cordial and, it may be trusted, permanent friendship. Apart from anything else it is a magnificent demonstration of the reasonableness of human beings if only they can be got to discuss their differences from the point of view of men who wish to see them removed, and therefore it contains much of solid value for these times. Sir Thomas quotes an illuminating remark of President Grey when objections were raised to an attempt he was making to get party leaders into a conference. It was objected to him that the disputants would not listen to one another. "All the same," said the astute President, "it would be a good thing if they were obliged to 'constater pourquoi'."

If at this present time we could persuade some of our politicians to "constater pourquoi" they will not listen to one another it would be a long step on the road to peace.

But of course the chief interest of this book lies in the fact that it is written by a man who has been all the time behind the scenes and has not infrequently pulled the wires. On almost every page he has something new to record which throws light on things previously obscure, and though no doubt many things are set down which must be regarded as his own personal opinion, it is not too much to say that no one who is interested in foreign policy can afford to dispense with it. Anti-English feeling in France, fostered from the resignation of Marshal MacMahon until 1900, and in the opinion of the author it was economic in origin. Pouyer-Quertier, the mischievous busybody who thought he had caught out the Germans by securing most-favoured-nation treatment for France, persuaded the French that the supremacy of English commerce was due to England having tricked France into the Commercial Treaty of 1860. English products flooded the French market, and England took from France little or nothing in exchange. It was in the atmosphere of suspicion generated by this spiteful Norman that French hostility of England grew and flourished.

Curiously enough, it was Gambetta, the "fon farieux," as Bismarck called him, who was the first to perceive that between England and France there existed no difficulties which could not be overcome with tact and goodwill. The history of his efforts, of the creation of the "grand ministère," and of his failure, which the author gives here, is a genuine contribution to the comprehension of one of the most remarkable figures which ever dominated the stage of French politics, and which in many respects bears a striking resemblance to that of the great English statesman whose death we mourn to-day. It must suffice to say that Gambetta's policy contemplated an eventual entente between England, France, and Germany, and that had he succeeded the history of Europe for the last thirty years would have been utterly different. It was a splendid dream, but it was by no means, perhaps is not now, impossible of fulfilment. Yet years after he had shown that it was more than a dream, even the late Lord Salisbury, penetrating as was his intellect, could only dismiss the suggestion of an Anglo-French entente with the words, "C'est de l'utopie."

The full story of Fashoda will perhaps never be written, but the author throws some quite extraordinarily interesting side-lights upon it. It is certain that the French Government did not leave Russia in ignorance of what was

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H. S. PLAYFAIR.

Hongkong, 10th August, 1914.

in the wind, and we suspect Sir Thomas Barclay is quite correct in supposing that Count Muraviev's proposal for an International Conference to consider the means for the preservation of peace among the nations and the possible reduction of excessive armaments was inspired by the knowledge that a "casus belli" between England and France was then approaching. If so, the world owes a great debt of gratitude to the peace-loving Czar, all the deeper because Russian troubles in Asia were in Russia universally attributed to English machinations. "On nous lache," said the French, and later on M. Delcasse took his revenge by intimating to St. Petersburg that France could not be counted on to worry England during the Boer War. In this way was obtained a decisive demonstration that the Franco-Russian Alliance would not work for aggressive purposes unless both parties had vital interests at stake.

The mysterious visit of M. Delcasse to St. Petersburg in the August of 1899 was the first official step towards an Anglo-French entente, which was being promoted through the Chambers of Commerce. Sir Thomas Barclay tackled our Ambassador, Sir Edmund Monson, on the subject, but British official distrust was still so ingrained that Sir Edmund could not be got to admit any possibility of determining a more friendly current of French public opinion towards this country. His attitude was one of incredulous indifference, and it helps us to understand how immense were the difficulties which had to be overcome by men like Sir Thomas Barclay in England and M. Lavisse in France, who were working for a better understanding. But by the time of King Edward's visit to Paris in 1903 the movement had gathered force sufficient to remove it from Lord Salisbury's Utopia, and to bring it at least within the range of practical politics. Sir Thomas himself had doubts about the expediency of the visit, and feared it might provoke hostile demonstrations, which would undo all the good that had been done. But the French President, while perfectly alive to the danger, was certain he could counteract it by sending for the party leaders and making a personal appeal to their patriotism and sense of hospitality. How entirely successful the visit was in consequence, and how admirably King Edward contrived to promote the entente by emphasising the friendliness

of his reception, is common knowledge to all.

Germany did not regard the entente as levelled at her, nor, we believe, do her rulers do so now. As one French statesman remarked, the only effect in this direction was to save England from the necessity of joining the Triple Alliance. The division of Europe into two great balancing groups has in fact been the greatest safeguard of peace during the terrible danger arising out of the Balkan wars.

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ADVERTISEMENTS.

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## WESTWARD.

S.S. "C. Apar," 4,600 tons, Capt. O'Sullivan, will be despatched as above on 16th August.

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MARSEILLES, LONDON & AN- TWERP, via Singapore, Malacca, Penang, Colombo, Suez, Port Said.....	Hirano Maru Capt. Fraser T. 16,000 Katori Maru Capt. Murai T. 20,000	{WEDNES., 12th Aug. at 10 a.m. {WEDNES., 26th Aug., at 10 a.m.	
VICTORIA, B.O., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yok- ohama, Shimidzu and Yokohama ...	Aki Maru* Capt. Noma T. 12,500 Sado Maru Capt. Asakawa T. 12,500	{THURS., 13th Aug. at 4 p.m. {TUESDAY, 25th Aug.	
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SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, Townsville and Brisbane .....	Kumano Maru Capt. Soyeda T. 9,800 Tango Maru Capt. Sekino T. 13,500	{WEDNES., 26th Aug. at noon. {WED., 23rd Sept., at noon.	
CALCUTTA via S'hai, Penang & Rangoon .....	Colombo Maru Capt. T. 5,000	{MONDAY, 17th Aug.	
BOMBAY via Singa- pore and Colombo.	Tango Maru Capt. Sekino T. 9,600	{TUESDAY, 25th Aug. at 5 p.m.	
NAGASAKI, Kobe & Yokohama .....	Rangoon Maru Capt. Nomura T. 12,500	{WEDNESDAY, 12th Aug.	
SHANGHAI, Moji and Kobe .....	Kashima Maru Capt. Yagi T. 20,000	{WEDNES., 12th Aug., at 11 a.m.	
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MANILA, CEBU & ILOILO	Tean	12th Aug. at 4 p.m.
SHANGHAI	Yingchow	13th Aug. at 3 p.m.
SHANGHAI	Liangchow	16th Aug. at 4 p.m.
MANILA, CEBU & ILOILO	Chinhua	18th Aug. at 4 p.m.

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Hongkong 11th Aug., 1914.

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Hongkong, Aug. 5, 1914.

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Tjibodas	—	—	JAPAN	1st half Aug.
Tjilmanok	JAVA	1st half Aug.	S'HAU	2nd half Aug.
Tjilalip	JAVA	1st half Aug.	JAPAN	2nd half Aug.
Tjilini	S'HAU	2nd half Aug.	JAVA	2nd half Aug.
Tjilpanas	S'HAU	2nd half Aug.	JAVA	1st half Sept.
Tjilroem	JAVA	1st half Sept.	S'HAU	1st half Sept.
Tjilwong	JAVA	1st half Sept.	JAPAN	1st half Sept.

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Tenyo Maru	22,000 - 21 knots	N'saki, Tues., 15th Sept.	
Shinyo Maru	22,000 - 21 knots	H'kong Tues., 22nd Sept.	
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Steamers via Shanghai will be despatched at noon.

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Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenharn	4th Aug.	31st July, 10 a.m.
Empire	22nd Aug.	28th Aug., "
St. Albans	12th Sept.	18th Sept., "
Eastern	12th Sept.	9th Oct., "

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Steamships.	Captain	Leaving.
Haiching	W. C. Passmore.	TUESDAY, 11th Aug. at 11 a.m.

FOR SWATOW.

Haimun.....J. A. H. Stewart.....WED., 12th Aug. at 11 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fare.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

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General Managers.

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## LOG BOOK.

The Port of Lungkou, United States Consul-General Julian H. Arnold, Chofoo, sends information given by the local Chinese officials that the central Government has decided to open the port of Lungkou as a treaty port, and regulations are now being drawn up in regard thereto. Lungkou is about 60 miles due west of Chofoo, on the west coast of the Shantung promontory. It lies about 120 miles south-west of the Japanese port Dairen. Newchwang and Tientsin are each about 200 miles distant from Lungkou. The port is well sheltered by the Chiriatso Peninsula. It appears there is a narrow channel which admits of steamers of 12 ft. draught anchoring within a few hundred yards of the shore; otherwise the port is shallow, with a sand bar stretching out for a considerable distance. The town of Lungkou has a population of about 4,000. It is estimated that within a radius of 5 miles of Lungkou there is a population of 85,000. A level stretch of country behind Lungkou, thickly populated and very fertile, would make it appear that the port may some day assume considerable importance. The proposed Chofoo-Weihai Railway would result in connecting Lungkou with both Chofoo and Weihai, thus with north and central Shantung. It seems that the opening of this port to foreign trade is due to overtures made to the Chinese Government by Japan. The waters about Lungkou abound in good fish, especially the "tai," which commands a splendid market in Japan. There is a large passenger trade between Shantung Province and Manchuria. Between 50,000 and 100,000 Shantung natives migrate to Manchuria each year for the summer crops, returning again in the fall of early winter. The Japanese at Dairen are desirous of controlling this passenger traffic, and will be better able to do so through the opening of the port of Lungkou than otherwise. At present the bulk of this traffic goes from Chofoo and Tsingtau. As Dairen is but 120 miles from Lungkou, it will be possible to divert much of this passenger traffic to Lungkou, where Japanese steamers will probably be prepared to take it at a lower rate to Dairen than would be possible from Chofoo or Tsingtau, especially so when the railroad is completed connecting Lungkou with Weihai. It appears that Japan, with the opening of the port, is preparing to do everything possible to make the trade of that section of Shantung Province north of the German railway tributary to Dairen. Recently there was organised in Dairen with Japanese capital the Lungkou Bank, capitalised 100,000 yen, to develop trade between Dairen and Lungkou. There is no feeling among the foreign merchants of Chofoo that the opening of Lungkou will greatly affect the trade of this port. It is not anticipated that any foreign interests other than the Japanese will avail themselves of the port. The construction of the proposed Chofoo-Weihai Railway, along with the completion of the Chofoo breakwater, should result in making Chofoo an outlet for much of North China—that is, provided arrangements can be effected whereby this railway may be connected with the Tientsin-Pakow line. Without extensive harbour improvements Lungkou cannot accommodate more than two or three vessels of 12 ft. draught at one time at anything like a reasonable distance from the shore.

**Notice to Mariners.**

Canton River—Establishment of Fenshui-tau Beacon.—Notice is given that a red Dolphin Beacon, surmounted by a red disc, to be known as Fenshui-tau Beacon, has been established on the left bank of the river in Mailand Passage, abreast of the lower end of Changshan Island. A red unclassified light will be exhibited from sunset to sunrise from the Beacon at a height of 28 feet above high water spring tides, and should be visible in clear weather for a distance of 2 miles.

Oysters, Fresh, Fried or Stewed  
Pindon Haddocks, Kippers, &c.  
ALEXANDRA CAFE



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# THE HONGKONG TELEGRAPH. FIRST EXTRA

HONGKONG, TUESDAY, AUGUST 11, 1914.

## THE WORLD OF SPORT.

### OUR LATEST HOME SPORTS LETTER.

LAWN TENNIS HAPPENINGS—AMERICAN SUCCESSES AT  
HENLEY—ATHLETICS—BOXING.

(From Our Special Correspondents.)

Norman Brookes is the hero of the hour wherever people talk about lawn tennis. His brilliant victory over A. F. Wilding caused a bigger sensation than anything that has happened in the sporting world for years. It was a most convincing victory against what seemed impossible odds. Seven years have made little change in his play. His genius for the game is just as subtle, his court craft just as inspired and resourceful, as when he was last in England in 1907 and won the British Championship. There was a general idea that his play was less adroit and steady, and his movements slower. In fact, it was anticipated that Norman Brookes was no longer thirty, but thirty-seven years of age. When he went into the court at Wimbledon to face A. F. Wilding as challenger for the World's Championship this supposition proved to be a superstition. Norman Brookes is like Cleopatra—time cannot wither, nor custom stale his infinite variety. Everybody was asking, not whether it was possible for Norman Brookes to win, but whether he might possibly manage to snatch a set from the holder of the World's title. Surprised indeed into amazement as the match proceeded, fought out with obstinate brilliancy by these two great masters of the game and it was found that Wilding was the man who did not win a single set. He was beaten 6-4, 6-4, 7-5. There are some who criticised Wilding's play, and say that he was off his game. I was unable to find the least justification for this criticism. Wilding's strokes and generalship were as superb as ever, and he was off his game only to the extent to which his opponent hustled him off it. The most that can be said is that, whereas Wilding was perhaps not quite on top of his form, Norman Brookes was in the very mood to perform miracles. It was his day out. After the battle was over, he told me he never remembered having played so well before. That also was the opinion of Dwyer and Dunlop, and perhaps of A. F. Wilding in particular. From the start Brookes attacked his opponent with remorseless persistence going in to volley not only on his second service, but at every conceivable opportunity. His aim seemed to be to compel Wilding to play a purely defensive game from the base line. The champion obviously found it difficult to get any ball past his opponent. He declared afterwards "it was like playing against a stone wall." Norman Brookes' mistakes in all the three sets could be counted on the fingers of one hand. Mr. Wilding was beaten but by no means disgraced, and, if one need offer an excuse for him, it must be that he was confronted by a left-handed player. This put him at some disadvantage in his service, because the ball "kicked" off the bounce to Norman Brookes' forehand instead of the backhand, as would have been the case against a right-handed opponent. The British Isles have got through the first round of the Davis Cup competition by beating Belgium three matches to none. J. C. Parke and T. M. Mayrogorato, the British representatives, won their singles very easily, and Mayrogorato, and H. Roper Barrett were successful in the doubles, losing only five games in three sets.

The American Henley.  
The famous regatta reach at

Henley was crowded with animated and picturesque humanity afloat and ashore for the regatta. Rowing men are proverbially a sporting lot, and the gloom of England's debacle had lifted a little. If the Old Country was out of it, the home enthusiasts consoled themselves with the certainty of some splendid sport. Everybody was quite certain that three of the events would be won by foreigners. The Grand Challenge Cup, of course, was bound to go. When Winnipeg was knocked out in the semi-finals, all hope vanished even of retaining the trophy as an Imperial affair. The Canadian eight did their very best, and it was no mean feat. I am quite certain they would have beaten Leander. But the two American crews were tremendously good all round. They were fine crews physically, beautifully balanced and well together, and they were trained to perfection. In fact, it was the training that really won the Cup. The Harvard crew that knocked out Leander so decisively was a seasoned crew of six months' training, rowing against men who had been in training together less than a fortnight. Any University crew in full training for the Boat Race from Putney to Mortlake could have disposed of Leander this year. Nevertheless, I believe, individually, no finer crew has often taken the water and with adequate training, I would still be prepared to back them against Harvard. As Harvard and Boston had each won their heats in seven minutes dead, which is somewhere about equal to record, a great race was looked for when they met in the final. As a matter of fact, it was something of a disappointment. The Boston graduates half way, and then the undergrads turned on that terrific machine-made sprint of theirs. They forged ahead irresistibly, and Boston could make no impression on them, though they quickened their stroke again and again. The time for the final was about 7 minutes 25 seconds. If the Americans come next year, I fancy they will meet with much more formidable opposition. Leander will be out for blood next year.

But the Stewards' Cup was not lost by the Old Country after all. Everybody supposed that the Leander four would be beaten out of sight by the Mayence men. This race was one of the most thrilling and memorable of the whole regatta. The Germans dashed away at a tremendous speed, spurring all the time, and at the quarter mile must have led by at least a quarter of a length. They kept forging further ahead, being more than a length in front at the half mile, and still R. C. Bourne, most indomitable of strokes, perplexed his supporters by keeping his men to a steady swing, never challenging the Germans by a single answering sprint. But Bourne's generalship was justified in the most sensational way imaginable. He called on his men to quicken their stroke as the Grand Stand hove in sight, and this they did without shortening it or relaxing the vigour of the pull through. As Leander began to creep steadily up, the Germans sprinted furiously—and then cracked suddenly. The strain was too much for

them, and, as Leander swept triumphantly by, they stopped rowing altogether, absolutely done up and in a state of collapse. They almost capsized into the river, and Leander were left to finish alone, having snatched victory literally from the jaws of defeat. This success somewhat compensated for other disasters. But there was no mistake about the Diamond Sculls, the final of which was won by Giuseppe Sinigaglia in very convincing style. This was quite an exciting event too. Mr. O. M. Stuart, the Light Blue sculler, went off as if his life depended on it at the start, and got a two lengths lead. But the genial Italian giant from lovely Como was never in the least bit flustered. He out Mr. Stuart's lead down in about 20 of his tremendous strokes, in which a powerful pair of arms and shoulders were ably reinforced by an extraordinarily long and muscular pair of brown legs. Personally, I doubt very much whether there are or have been many amateurs who could beat Signor Sinigaglia, who has achieved the distinction of winning the Diamond Sculls at the first time of asking, which is said to be a record. It was quite a popular win, because the Italian has shown himself an irresistibly good-humoured sportsman.

Athletic Championships.  
By this time we are getting over the shock to our insular pride, which some people might call self-conceit, when our home-bred athletes succumb to the stalwart foreigner. I have as little patience with the old insular boastfulness in the days before there was really much competition from outside the Islands, as I have with the mournful jeremiads of the croakers about physical degeneracy and national decay now that perfectly-trained and beautifully-built foreign and colonial athletes are coming to invade our sports, not as single spies but in whole battalions. At last week's Athletic Championships, Americans won the half mile and the high jump, Swedes won the hammer, the pole jump, and the hop, skip and jump; a Finn was first in throwing the discus, and the javelin-throwing competition was won by a Hungarian. Some of these events are still a little esoteric in this country. Our men did very well in the running events. W. R. Appgarth did a notable performance in the 220 yards race, his time of twenty-one and a fifth seconds establishing a new world's record. There was a little confusion about the exact time, and it may be important to state the facts. Two of the timers returned twenty-one and one fifth seconds, and I submitted their watches to the referee, who was Sir Montagu Shearman, one of his Majesty's judges, and himself an old Champion sprinter. He inspected each of the timepieces with a glass, and had no doubt about the correctness of the return; but the third official watch made the time a fifth slower. There need be no doubt, however, that twenty-one and one fifth seconds was accurate. The last man to finish was seven yards behind, and yet he did level time. Appgarth also won the hundred yards, his time being ten seconds dead. He is a beautiful runner, with that easy graceful movement that usually, though not always, is possessed by the champion. A very fine win was that of Homer Baker, one of America's new young men, in the half-mile. He finished first in one minute fifty-four and two fifths seconds. Baker, who comes from Buffalo, is only just twenty-one, and is not fully developed, but he stands only one inch under six feet and weighs ten stone. When he is fully grown he should be very good indeed, his improvement being indicated by the fact that last year he won the American half mile championship in six seconds slower time than his race here. As usual, the

Englishmen did not figure very handsomely in the field events. A young Baltimore athlete of Yale University, W. M. Oler, won the high jump with six feet two and a half inches, which is pretty good going, and distinctly "up against the law of gravitation," as one of his compatriots calmly remarked. M. Koozan, the Hungarian, and winner of the javelin event, threw that instrument the enormous distance of 195 feet 11 inches, which would have been very useful indeed in the old days of the Roman phalanx, and before those immortal mar-sports, the Chinese, invented gunpowder.

The Light Weight Champion of the World.  
That splendid little sportsman and fine boxer, Freddie Welsh, has got his heart's desire at long last, and is now the Lightweight Champion of the World. It is some years since the world's boxing championship was held "within the seven seas" that girl of Britain. There was a big crowd to see the fight between Welsh and Ritchie in London, including, according to the new fashion, a considerable number of ladies, some of whom left early to keep pressing appointments, and most of whom seemed to wish they had stayed at home, or played bridge at the club instead. Yet it was neither a very gory nor a particularly fierce battle. Welsh won easily and convincingly on points long before the end of the twentieth round, and was still piling up the score at the end. The American was quite out-boxed, and soon made his mind up that a clean knock-out was the only chance for the Stars and Stripes. So we had the desperate excitement of watching Freddie Welsh neatly scoring points as elusive as a buttered eel, and as swift as a judgment summons, while Ritchie, dourly kept trying to land one of those devastating left hooks or right swings of his. It was never quite certain that one of them might not get home, and then anything was possible. And the American never lost this punch right to the end. Had Welsh been a fraction of a second too late or too slow, or been caught napping, the Championship might have been lost a score of times. As it was, Welsh won 16 out of the 20 rounds. What a tough proposition Welsh would be if he had Ritchie's punch. I suppose he landed ten blows to every one he got, but his hits were not devilled. Yet Ritchie was quite well marked all over at the end of the contest. It seems rather an anomaly that all the new Champion gets out of the fight is the title and the purse, while the vanquished American walks off with £3,000. The explanation is that there was nothing left over after Ritchie's share had been paid—he stipulated for £3,000—and the money was actually run at a loss. But Welsh is probably worth about £10,000 a year, it is estimated, and he will get a share of the cinematograph receipts. Music hall engagements are being showered upon him, and he is going to write two books, one on his pugilistic Odyssey of 111 fights, and the other on the art of boxing. He is a fine compromise in style between the English and American methods. He has a straight left, and can do "the crochet" at close quarters.

The next event of boxing note is the fight between Carpenter and "Gunboat" Smith, for which both men are training assiduously in their own particular way. Opinion differs as to the prospects. It will be the French champion's most severe trial so far, and will settle definitely one way or the other whether he is really built in world's championship mould. Probably the odds will be on Carpenter, who has youth on his side, is incomparably the more clever boxer, and possesses all the

## ALLEGED FUEL THEFT.

Briquettes Said to have been Stolen from Admiralty.

Before Mr. Wood, at the Police Court, this morning, the proprietor of the Lee Wo coal shop, 65, Canton Road, Yau-mat, was charged by Detective Sergeant Brown with receiving Admiralty coal briquettes, valued \$5, knowing the same to have been stolen.

Another Chinese was charged with stealing the said briquettes. Mr. R. C. Faithfull defended the first man, and Mr. Crow, of Messrs. Hastings and Hastings, defended the second.

His Worship said that on the request of the police he had decided to take the cases separately.

The first defendant said the briquettes were there without his knowledge—he had not seen them. His men in the yard made a statement to him, and had since absconded. So far as dealing with the second defendant was concerned, he, first defendant, denied all knowledge of dealing in the coal, and said if there were dealings they would be between the second defendant and the man who was missing. Mr. Crow suggested that the second defendant was arrested on statements made by the first defendant.

Mr. Faithfull said his client had been in business for twenty years and was a man of reputation and means.

A man who was found on the premises by the police, and who the latter said was a cook there, said he knew nothing about the affair and did not look after coal. The police suggested there was every likelihood of the witness being employed to look after the coal.

The case was remanded until Thursday afternoon at 2.15 o'clock.

## TYPHOON WARNINGS.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 4.35 p.m. yesterday:—

Cyclone or Typhoon:—E. of Northern Luzon, more than 300 miles distant, moving N.W.

The telegram quoted below was received at 9.40 a.m. to-day.

Cyclone or Typhoon:—E. of Northern Luzon, less than 300 miles distant, moving W.N.W.

fierce elan of the French cavalry under Ney. But the "Gunboat" is a real fighter, and can hit "like several mules." We must adopt the Aquilian maxim, and wait and see.

Jack Johnson paid a flying visit to London this week, and drove himself round in a powerful racing car. The London public knew him at once. Even the policemen and bus conductors had a friendly salute for him, to which the nigger champion gleefully responded with a hand wave and a gilt-edged smile. He is still keen on diamonds. Someone has described him as "looking like a starry night." They tell a good story against him over in Paris: He had a handsome walking stick, of which he was very proud with a massive gold handle inscribed, "This stick belongs to Johnson, who can kill a man with one blow." He left it behind at a restaurant one night, but remembered and went back. In its place he found a note to this effect, "Jack Johnson, your stick has been taken half an hour ago by a man who can do ten miles in an hour!" So now Johnson will have to quit motoring so much, and practise sprinting a bit!

## THE COLLISION CASE.

Captain of the Wing Sang Cross-examined.

In the N.Y.K.—Indo-China S.N. Co. collision action (reported yesterday) Mr. Potter, after tiffin, cross-examined the captain of the Wing Sang. Witness would not go so far as to say that if they had not got into the fog there would have been no collision. The Jinsen Maru would be out of the fog by the time he (witness) got into it. He presumed when he heard the other ship blow the whistle that she was observing the rules of navigation. He never imagined that the other ship was at anchor. He imagined that the other ship was going at the rate of speed she was entitled to so long as she could easily pull up. He (witness) did not desire to enter the fog at an undue speed.

Mr. Potter:—On the course that you were and unless you changed that course or the wind changed you must have entered the fog?

Witness:—We may have entered it.

Anyhow you thought it advisable to take precautions before you entered?—Yes.

Precautions for what?—Well, anything.

What danger did you anticipate?—I cannot say.

If you had kept on at seven or eight knots there would have been a collision?—No, if I had kept on at that speed there would have been no collision.

Continuing, witness said he stopped his engines as a precautionary measure. The other boat was much nearer than he thought. It did not strike him to keep on a southerly course and pass the Jinsen Maru port to port. He did not think there was any occasion to alter his course. Had he kept a southerly course instead of an easterly one he could not say that that would have stopped the collision. He considered he would have been guilty of a wrong action if he had ported into the fog. He could have kept towards Waglan, but he did not know the other ship was so near. He heard the whistle after he had altered his course.

The hearing was again adjourned.

This morning, R.K. Hadley, a passenger on the Wingsang, said that the Jinsen Maru came out of the fog bank about three lengths away. Her propeller was not moving, but it began to move when she was within a length of her, but he could not say whether it was going ahead or astern. She was going about five or six knots—faster than the Wingsang. She hit with considerable force and they heeled a little bit to port. The collision took place clear of the fog. He was pulled across to the port side in case the anchor fell from the Jinsen Maru. He could see land quite clearly.

Cross-examined by Mr. Potter: He had had experience of yachts, but not of steamers. He did not discuss the accident with the captain, but he thought they were discussing it when the Wingsang was inside the Cosmopolitan Dock. He did not know the difference between a mile and a knot. He did not know what a knot was, although he knew they always estimated the speed of steamers in knots and he knew it was something like a mile.

Mr. Potter:—So you mean five or six miles, not knots?—Yes.

Witness said that at the time he heard the whistles which brought him out on deck, he was in the saloon. He could not tell how many whistles there were, but he knew he heard a number. Hearing another steamer whistle he went out on deck. Then the Jinsen Maru came out, stopped the

## PEAK BURGLAR'S CAPTOR.

Chinese Constable Charged with Robbery.

Ip Hang, the Chinese constable who arrested the Peak burglar, was charged at the Police Court, this afternoon, with robbing a Canton merchant of \$320 in money and a watch and chain, with violence, on the 8th inst., at West Point.

Mr. O. Farebrother Mason, of Messrs. D'Almada and Mason, prosecuted and Mr. C. A. S. Ruse (of Mr. Gardiner's office), defended.

In outlining the charge, Mr. Mason said the complainant, who was named Lai Shing-ting, was the master of the Hon Kee firm in Canton, a human hair dealer. He arrived here from Canton on the 2nd inst., and, after having met friends, arranged to go to dinner on the date in question at West Point. The complainant and two friends were on their way to the selected restaurant when three men, one of whom was the defendant, attacked the complainant and his friends, on the Praya. They caught hold of one of the friends, but complainant ran away and sought protection in a godown, which he (Mr. Mason) believed was the Taikoo godown. There was a godown keeper there. The defendant and the other two men released the first man they caught, and followed and caught the complainant in the godown. The defendant said he believed the complainant had arms on him and he proceeded to search him. Defendant took from complainant's pocket his watch and chain and a quantity of money. He then handed the money to the other two men and said he was going to take complainant to the station. Complainant said he was willing to go and asked defendant to hand back his watch and chain and money. Defendant did not, but took him away as though taking him to the station. When they had gone some distance, the two alleged confederates, who had followed up behind, disappeared. Eventually the defendant and complainant came to a dark passage, which the inspector had since identified, and there defendant released complainant and ran away. Complainant looked round, found the other two men missing, gave chase to the defendant and captured him, finally handing him over to a European constable. He charged the defendant with larceny. Defendant was taken to the station and was now brought before his Worship on the charge preferred against him.

Evidence in support of Mr. Mason's opening statement was being taken when we went to press.

Wingsang's speed and then started again. It struck just underneath the Captain's bridge.

E. F. Faulkner, third engineer of the Wingsang at that time, said that at 12.10 he got orders to "stand by." He did so and gave an order to the firemen to cease firing. This would have the effect of reducing the speed about a knot. He then went half speed and at 12.50 stopped. The order was carried out promptly. The vessel, when going slow, was making three to three and a half knots. The impact of the collision was distinctly felt.

The hearing was adjourned.



## CONSIGNEES

## NOTICE TO CONSIGNEES

From KOBE &amp; MOJI.

## THE Steamship

"DILWARA,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at consignee's risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned. DAVID SASSOON & Co., Ltd. Agents, Hongkong, 5th August, 1914.

NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

## THE Company's Steamship

"WAKASA MARU,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 12th August, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents, Hongkong, 5th August, 1914.

INDO CHINA STEAM NAVIGATION CO., LTD.

From CA' CUTTA, PENANG &amp; SINGAPORE.

## THE Company's Steamship

"YATSHING,"

having arrived from the above ports, consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 8th inst. will be landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by—

JARDINE, MATHESON & Co., Ltd. General Managers, Hongkong, 7th August, 1914.

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Jones M. T. White F. W.  
Kock Capt & Mrs Winsler Mr and  
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CONSIGNEES of Cargo are

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Goods are being landed at their

risk into the hazardous and/or

extra hazardous Godowns of the

Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence

and/or from the wharves delivery

may be obtained.

No claims will be admitted

after the Goods have left the

Godowns, and all Goods remain-

ing undelivered after the 17th

August will be subject to rent.

All claims against the Steamer

must be presented to the Under-

signed on or before the 24th Aug.

or they will not be recognized.

All broken, chafed, and damaged

Goods are to be left in the Go-

downs, where they will be ex-

amined on the 17th inst. at 11

a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by—

GIBB, LIVINGSTON &amp; CO.,

Agents, Hongkong, 10th August, 1914.

## CONSIGNEES

## MOGUL LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

From GLASGOW, LIVERPOOL

AND STRAITS.

THE Steamship

"LENNOX"

CONSIGNEES of Cargo are

hereby informed that all

Goods are being landed at their

risk into the Godowns of Holt's

Wharf at Kowloon, whence

and/or from the wharves

delivery may be obtained.

No Claims will be admitted

after the Goods have left the Go-

downs, and all Goods remaining

undelivered after the 17th inst.

will be subject to rent.

All claims against the Steamer

must be presented to the Under-

signed on or before the 31st inst.

or they will not be recognized.

All broken, chafed and damaged

Goods are to be left in the Go-

downs, where they will be ex-

amined on the 17th inst. at 11

a.m.

No Fire Insurance has been

effected.

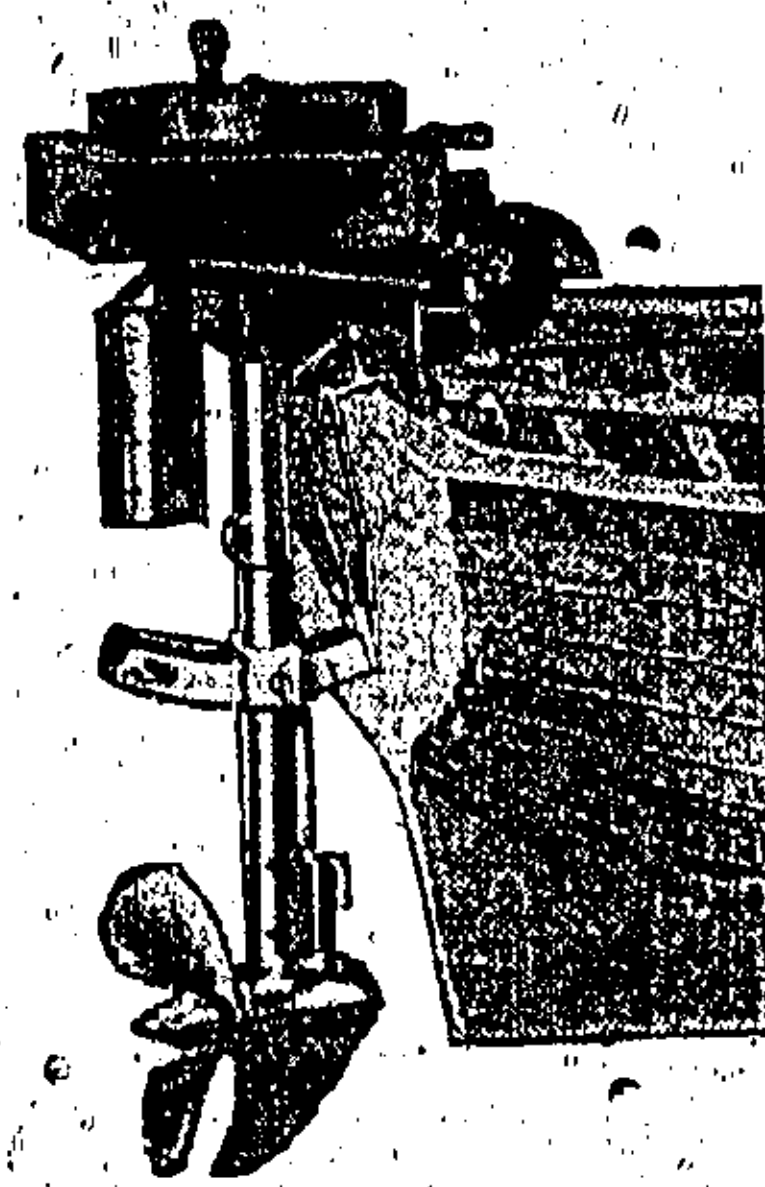
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## TION OF HONGKONG.

The above Association will be

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E. M. RAYMOND,

Secretary.

## AMERICAN DENTISTRY

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## CONSIGNEES

## PACIFIC MAIL STEAMSHIP

## COMPANY.

From SAN FRANCISCO, JAPAN

PORTS AND MANILA.

S.S. "MANCHURIA"

The above mentioned vessel

having arrived, consignees of

cargo are hereby notified to send

in their Bills of Lading for coun-

tersignature and take immediate

delivery of cargo from alongside.

Cargo impeding discharge

will be landed immediately at

consignee's risk and expense.

Cargo remaining on board

Thursday, 13th, August 1914 at

5 p.m. will be subject to landing

charges and if undelivered Mon-

day 17th instant, 1914 at 5 p.m.

will be subject to both landing

and storage charges.

No Fire Insurance whatever

will be effected.

All chafed and otherwise dam-

aged cargo will be examined at

the above Company's godown

Monday August 17th, 1914, at

10 a.m.

No claims will be entertained

unless accompanied by short

delivery note or list of exceptions

taken at the time of delivery to

consignees and signed for and on

behalf of the Pacific Mail S.S. Co.

All claims must be filed on or

before September 10th, 1914, other-

wise they will not be recognized.

R. C. MORTON,

Agent,

Hongkong, 10th August, 1914.

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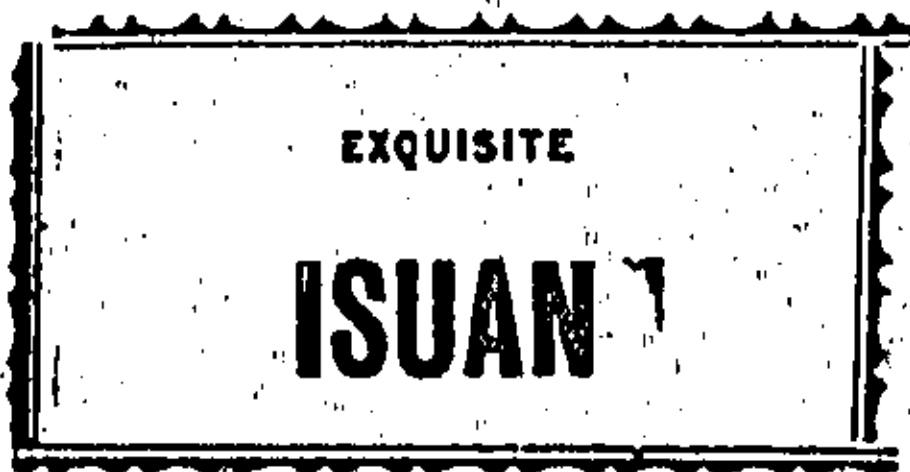
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ISUAN flows from the deep recesses of mother earth at a temperature of 250° F: is bottled



under European supervision and is never touched by human hands. It is a sterile water.

NO OTHER NATURAL MINERAL WATER POSSESSES QUALITIES EQUAL TO THOSE

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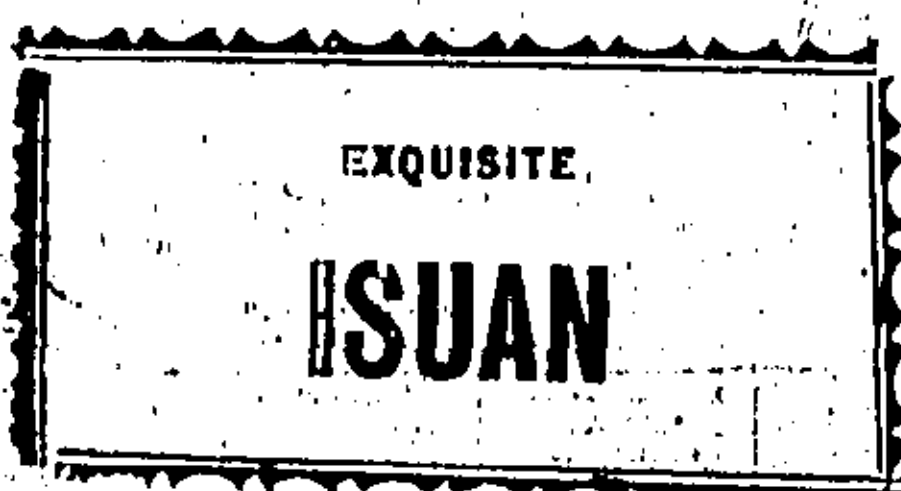
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SOLE AGENTS:

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THE MOST DELICIOUS AND MOST PALATABLE WATER IN THE WORLD.

ISUAN in the first place has been boiled, by a natural process, and any harsh mineral elements that it may



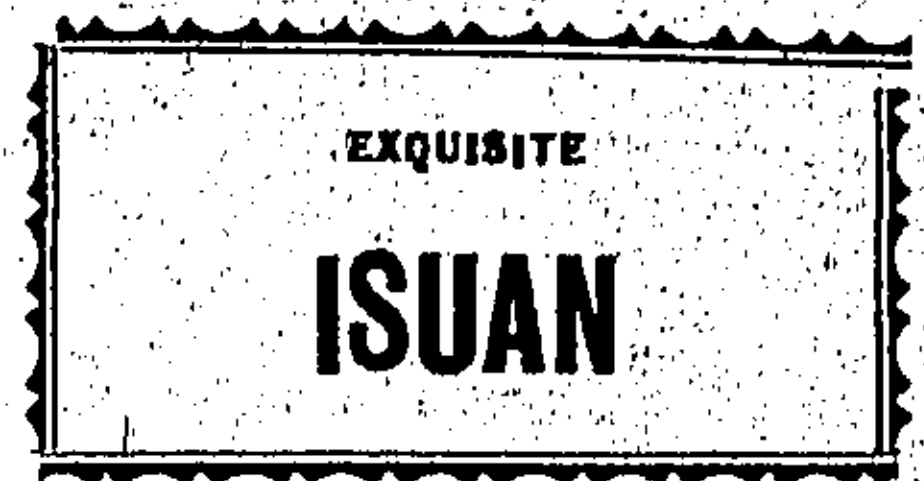
Have contained originally are thus precipitated. This leaves the water as soft as rain, which is of the utmost importance.

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## Commercial.

## Home Commercial and Produce Markets.

**July 17.**  
The Open market rate for short loans is 1½ per cent, and discount of four months' bank bills 2 5-16 to 2 3-16 per cent. Owing principally to the weakness of the China Exchange silver has receded, bar being now quoted 273½d. per oz. In the Rubber Share market an improvement has to be recorded, this being principally due to the better tone in the commodity market. The meetings have been held of the British North Borneo Company and Cowie Harbour Coal Company. In China Tea a quiet business is passing, rates being steady. Coffee has sold readily at firmer prices. Sugar has been quiet but steady. Singapore Pepper is quiet, but firm, and White Pepper dull and inactive. Rice is steady, with a fairly good business passing. Manila Hemp has ruled quiet, and prices are barely steady. Plantation Rubber has been quiet, but firm. First Latex Crops being quoted at 2s. 3d. per lb., and Smoked Sheet 2s. 4½d. per lb. Fine Hard Para is 2s. 10½d. per lb. Straits Tin is £143 15s. to £144 5s. for cash, and £145 5s. to £146 15s. for three months.

## CONSIGNEES

## PACIFIC MAIL STEAMSHIP COMPANY

## FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

## S.S. "CHINA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for counter signature and take immediate delivery of cargo from a outside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board Thursday, August 6th, 1914, at noon will be subject to landing charges and if undelivered Monday August 10th 1914 at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown Monday August 10th 1914, at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before September 3rd, 1914, otherwise they will not be recognized.

R. C. MORRISON

Agent.

Hongkong, August 3rd, 1914.

## NOTICES

## SPECIAL ARMY ORDER.

War Office, 7th August, 1914.

## PARDON FOR DESERTERS.

H.M. The King has been graciously pleased to approve of pardons being granted to soldiers who were in a state of desertion from the Regular Forces on the 5th August, 1914, and who surrendered themselves in the United Kingdom on or before the 4th September, 1914, or at any station abroad where there are Regular Forces on or before the 4th October. They will forfeit all a prior to the date of surrender but such service may subsequently be restored under the conditions laid down in the King's Regulations for restoration of service furnished under Section 79 of the Army Act. Deserters who enlist between the 5th August, 1914, and 4th October, 1914, both days inclusive, in any Colonial Corps which may have been or may be placed at the disposal of the Imperial Government for the War, will be granted a free pardon, and at the expiration of their service in such Corps, will not be claimed for further service in the Regular Forces of the United Kingdom. They will, however, forfeit all service rendered in the Regular Forces of the United Kingdom, prior to the date of such enlistment. The provisions of this order will not be applied to men who have fraudulently or improperly enlisted.

By Command of the Army Council.

R. H. BRADY.

## BAZAAR IN AID OF FLOOD RELIEF FUND.

The Committee solicit the aid of the Public, and will be pleased to receive gifts of articles of any description for the above.

LAU HUI PAK,

Chairman.

Chinese Chamber of Commerce,

33, Des Voeux Road Central.

## PUBLIC COMPANIES

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

## NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914, (both days inclusive) during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorized by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to the Hongkong and Shanghai Bank Ordinance 1866, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of the Hongkong and Shanghai Bank Ordinance 1866, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide previously due and owing to the Company, and a so to take any Mortgage or other lien or charge on real or personal property as a security for any monies actually and bona fide previously due to the Company or for which any person may have rendered himself liable to the Company, and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money, and the substitution thereof of the following words:—"To take, accept, enforce, release, realise, or deal with any security now held or which may hereafter be held by the Company, for any monies owing or to become owing to the Company, or for any liabilities incurred or to be incurred towards or by the Company by way of mortgage, pledge, hypothecation, deposit, or otherwise howsoever of every kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be adopted therefor, namely: "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, and 78 be amended.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely

## ARTICLE

76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in general Meeting and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five the words "or representing by proxy" and by striking out at the end thereof the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely the words "Half-yearly ending the 30th June and the 31st December, shall make a general Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a General."

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and the 31st day of December" be struck out of lines 4 and 5 of Article 176 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court of Directors.

A. G. STEPHEN,

Acting Chief Manager.

Hongkong 21st July, 1913.

## PUBLIC COMPANIES

## S.S. "TINGSANG" (Wrecked)

SHIPPERS and Underwriters interested in the cargo of this steamer are requested to communicate with the Underwriter within three months from date.

GILMAN & Co.

Lloyd's Agents

## THE HONGKONG CANTON &amp; MACAO STEAMBOAT CO., LTD.

## NOTICE TO SHAREHOLDERS

AN INTERIM DIVIDEND OF FIFTY CENTS per share for the Six Months ending 30th June, 1914, will be PAYABLE on FRIDAY, 14th AUGUST, 1914, on which day Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday 4th August to Friday 14th August (both days inclusive), during which period no transfer of Shares can be registered.

By order of the Board of Directors,

JOHN ARNOLD,

Acting Secretary.

Hongkong, 28th July, 1914.

## NOTICE

WE have closed our Retail Business until further notice.

F. BLACKHEAD & Co.

## BANKS

## INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.

London Office—25, Bishopsgate, E.C.

## BRANCHES:

Bombay  
Calcutta  
Canton  
Cebu  
Colon  
Hankow  
Harbin  
Hongkong  
Kobe  
London  
Lyons  
Manila  
Peking  
San Francisco  
Shanghai  
Tientsin  
Yokohama

Capital and Surplus—Gold \$2,000,000

RESERVE FUND—\$1,000,000

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Shanghai  
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